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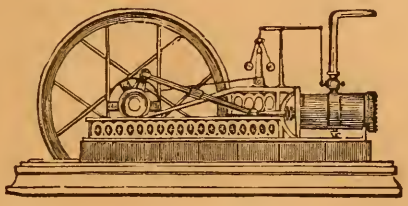
Vol. VIII. AUGUST, 1871. No. 10.

Machinists and Blacksmiths'



Monthly Journal.

JOHN FEHRENBATCH, Pres't I. U., Editor,
CLEVELAND, OHIO.

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MIDDLETOWN, N. Y.

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SYRACUSE, N. Y.

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1871.

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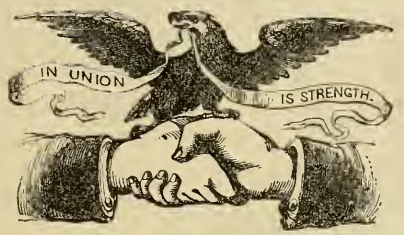
MACHINISTS' AND BLACKSMITHS'



INTERNATIONAL JOURNAL.

CLEVELAND, OHIO, AUGUST, 1871.

VOL. VIII—NO. 10.} JOHN FEHRENBATCH, *Editor*. { ONE DOLLAR PER YEAR INVARIABLY IN ADVANCE.

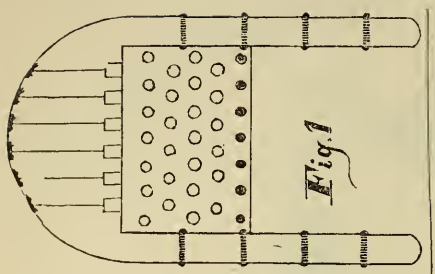
Scientific.

[For the Machinists' and Blacksmiths' Journal.]

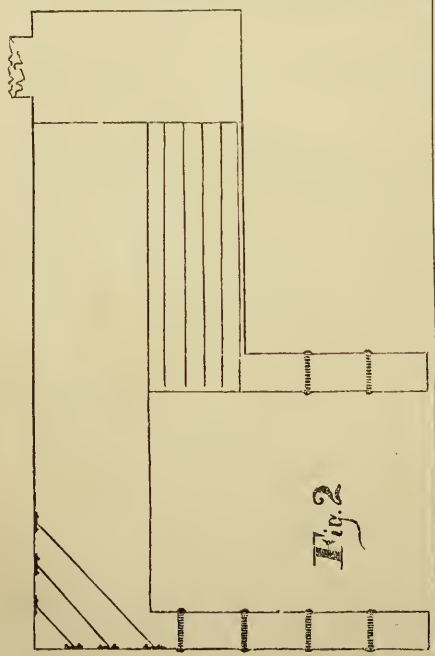
Strength of Boilers.

THE strength of a steam boiler is as the thickness of the iron to the pressure carried upon it and the diameter of it. A small boiler will bear more pressure than a large one that is made of the same thickness.

A square inch of good boiler-plate iron will bear a weight of from 50,000 to 60,000 lbs. of tensile strain. But for fear some of your readers will not know what tensile strain is, we will say for their information that it is that strain that would pull the iron apart in the direction of its length. The same as taking an inch square bar of iron and hanging it up, and then loading it with weights until it shows a fracture, this is what is called tensile strain, or that strain which has a tendency to pull the iron apart in the direction of its length; and all round boilers are thus made, so that the strain may be in the direction of the length of the iron, and round boilers need no bracing except the heads, which are of course either flat or egg-shaped, and if flat they need bracing above the flues or tubes, and the flues or tubes answer for braces as far as they reach in the head sheet, and about the flues tubes diagonal braces are generally put from the sheet to the head. As all flat surfaces must be braced or stayed in some manner, we may say that for stays between two flat surfaces such as the legs of a locomotive boiler, as shown in Fig's 1 and 2. The screw bolt is the best form of stay and gives less trouble, as the screw is a fit of itself, and when



riveted over is one-third stronger than when not riveted. "Socket bolts," or "socket rivets" are liable to break of their own accord by shrinking when cold: in the case of a "socket rivet," six inches long, (and few are less), riveted up and then hammered until it is nearly cold, who can tell how much that rivet is strained by shrinkage? It may be just ready to drop off, and



the least pressure put on may break it. Then if an accident is met with, this will give one of the many solutions to these so-called mysterious affairs that so frequently happen to new boilers as well as old ones.

So it is also with any one of the stays in the crown-sheet, if it be put in too tight and the pins drove with a sledge, that stay is already strained, and may at any time break, then that portion of the crown-sheet is liable to come down at any time, either with or without water on the sheet. This, we think, will account for another of the mysterious "boiler explosions."

And many times sheets are put into boilers that have to be drawn up with the "drift pin" to make them "come," and frequently the "drift pin" is drove up with a sledge, and perhaps one or both of the holes are split open, thus making that part of the boiler good for nothing. And it must also be observed that a boiler is no stronger than the weakest part of it. As, for instance, the boiler may be made of $\frac{5}{16}$ or $\frac{3}{8}$ iron and be worn away in one or two places to $\frac{3}{16}$ or $\frac{1}{4}$ and the rest of the boiler good. Yet it is no stronger than it is in those places that are only $\frac{3}{16}$ or $\frac{1}{4}$ inch.

We think the above explanation will be sufficient to show the nature of the defects in the respect alluded to, and we will now call the read-

er's attention to strength of the boiler as our heading indicates.

As before stated, a square inch of the best boiler-plate will bear from 50,000 to 60,000 lbs. of tensile strain. Now in the case of a boiler carrying say 60 lbs. pressure with a sheet 48 inches in diameter and say $\frac{5}{16}$ inch thickness of iron, we will endeavor to show the strain upon it and see how much there is left for extra pressure. We may say, however, that it requres 3.2 inches of $\frac{5}{16}$ inch iron to make one square inch, therefore $3.2 \times 60 \times 48 = 9{,}216$ lbs. strain on two square inches of iron or 4.308 lbs. per square inch of section. Some authorities tell us that 4,000 lbs. is enough to put upon any boiler. If this be true, we may as well look to our locomotives which oftentimes carry 125 lbs. and upwards. Let us look at it for a moment and see how they compare with our text books. Bourne says (and he is good authority) that 4,000 lbs. pressure per square inch of iron is quite sufficient for any boiler. Now let our locomotives be weighed by this balance, and they will be found "wanting." Suppose the sheet to be 40 inches in diameter and the pressure 125, and the iron $\frac{5}{16}$ inch thick, then we have $40 \times 3.2 \times 125 \div 2 = 8{,}000$ lbs., or just twice the amount that Bourne gives them to bear. There is no doubt about their bearing this pressure, for we see it done every day. But the question is, Ought they to be subjected to such a pressure? We say with Bourne, *emphatically, No!*

Many are of the opinion that the rivets are a source of strength to the boiler, but this is not so. As we have often before made the remark, so we will again, that a sheet of boiler iron when its holes are punched in, is just like a card of postage stamps with the holes in them to tear them off by. So is the boiler plate, with its many holes, in the same condition for tearing apart. Nor does the riveting help it at all, only as a means of making and joining the plates together. Riveting boilers is weakening them; double riveting is stronger than single riveting. Let us look for a moment into a boiler shop and see what is going on. We will start with the punching machine, and perhaps we may find a very dull punch being used, which instead of cutting the hole is *tearing* it, and thus straining the iron for some distance in the sheet. We now stoop down and pick up one of the punchings, and we find it is convexed on one side and concave on the other, which shows that the punch is dull. We now take hold of the sheet, and find there is quite a lump on the one side and a hollow on the other, and perhaps if we look closely we may find little white streaks in the plate

all around the rivet holes. The little white streaks are where the fiber of the iron is torn and strained even before it goes into the boiler. We will now leave the punch with a heavy sigh and exclaim, alas, poor iron, how much thou art abused! We will now go to the riveters and see them rivet. Here we find two men are just "plugging a rivet," and we wait to see them round it off very nicely, and then comes the drawing up of the sheet; and then comes that *murderous weapon*, the "drift-pin," which is driven into that same poor sheet that we have already seen badly strained with the punch. We now turn away with a heavier sigh than before. But on our way out we find men caulking. Here we stop and look on, and this work we might perhaps say to ourselves cannot do the boiler any harm. But we will look closely at the seam he is caulking, and perhaps find that he has cut a small nick all around the under plate; and we turn away and wonder to ourselves if that boiler will ever do any harm, and if it did, who could blame the iron that has been so badly used while it was being made up into a boiler? It takes a little longer to ream the holes and make a good boiler. But a sharp punch will do more and better work, and as for the caulker, there is no excuse for him.

Bourne gives a very simple rule to find the thickness of plate when the diameter and pressure are given. It is as follows: Multiply the diameter of the boiler by the greatest pressure it has to carry, and divide by 8,900, which gives about 4,450 lbs of tensile strain per square inch of section.

In the case above cited, the boiler is 48 inches and the pressure 60 lbs. Then $48\times60\div8{,}900$ gives the decimal .323, or rather more than $\frac{5}{16}$. And in the case of the locomotive boiler, where the diameter is only 40 inches and the pressure 125 lbs., it then stands as follows: $40\times125\div8900=56$, or rather more than half an inch, and we may safely venture the assertion that there are not a dozen, if any, locomotives with plates half an inch thick.

Some years ago the Franklin Institute made a series of experiments to test the strength of boiler iron. It was then found that boiler plate increased in strength up to 550° of heat; at 32° the cohesive force was found to be 50,000 lbs. per square inch, and at 570° it was 66,500 lbs. and at 720° it was 55,000 lbs., and, as it increased in temperature above 550° the strength of the iron decreased.

In our next, if no one else takes up the speed of pullies, we will endeavor to do so, so as to meet the want called for in the last Journal.

J. J. Illingworth.

[For the Machinists' and Blacksmiths' Journal.]

The Slide Valve.

Having read the article in the May Journal, on the Corliss valve motion, I thought as the common slide valve is used in at least nine-tenths of the steam engines manufactured at the present day, that perhaps something might be said on that subject which would be of interest to some of the readers of the Journal.

The valve motion is generally considered to be the soul of the engine, but to give this subject all the consideration that it requires in its relation to the engine, would make too long an article for the Journal. I intend in this article to write only upon two points, those are, the irregularity of the cut-off, and the exhaust opening and closure.

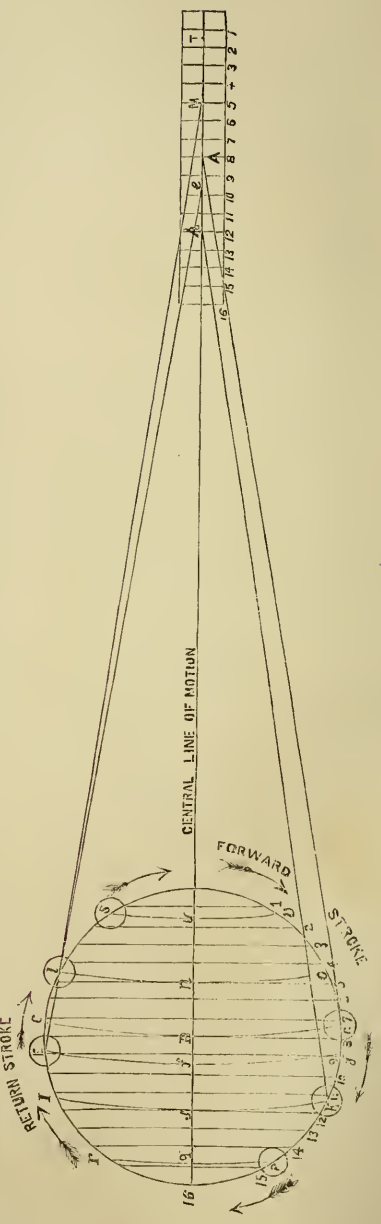
The majority of steam engine builders of the present day make the connecting rod two and one-half to three times the length of the stroke; this rule we find laid down by Templeton, and other early standard authors; but I think this rule was made before the slide valve was thoroughly understood, as the longer we make the connecting rod the nearer perfection will be the cut off and the exhaust opening and closure.

In what position is the crank when the crosshead is at half-stroke? is a question I have often asked, when discussing this subject; the general answer is that it is square with the central line of motion or the 90 degree angle. It is not any thing of the kind. It depends altogether upon the length the connecting rod bears to the stroke.

To illustrate the effect the connecting rod has upon the valve motion, we will take, for example, an engine with 16 inches stroke, and the connecting rod 48 inches in length, being three times the length of the stroke. Place the crosshead at the half-stroke point on the slides shown at A, on the diagram, then with a pair of trammels take the length from the centre of the crosshead pin at A, to the centre of the main shaft B, which is the length of the connecting rod; with this as a radius strike the arc *a*, B, *c*, touching the crank circle at *a*, and *c*, showing the position of the crank pin to be $\frac{1}{16}$ inch on the cylinder side of the ninety degree angle, thus showing that the crank pin has only traveled $7\frac{5}{16}$ inches on central line of motion on the forward stroke. Now suppose we take $7\frac{5}{16}$ inches on the return stroke at E, on the crank circle, with the connecting rod then as the radius placing one point of the trammels at E, touch the central line of motion at *c*., using *c*. as a centre,

strike the arc E. *f.* g., thus showing that the crosshead has not reached the half stroke point on the slides by the distance *e.* A., or the crank pin reached the half stroke position by the distance E. *e.* which=1⅜ inch *e.* A. of course being the same distance. Therefore in the forward stroke when the piston and crosshead have traveled 8 inches the crank-pin has only traveled 7 $\frac{5}{16}$ inches on the return stroke; when the crosshead has traveled 8 in. the crank-pin stands at 8$\frac{11}{16}$ inches on the central line of motion.

We will now suppose that the valve is so proportioned in regard to lap as to cut off when three quarters of the stroke of the piston has been performed, which is the 12 in. point on the slides at *h.* Taking *h.* as a centre with the connecting rod as the radius, we strike the arc I. J. *k.*, cutting the crank circle at J. *k.*, the crank being at *k.* has only traveled 11$\frac{7}{16}$ inches on the central line of motion; we will now take 11$\frac{7}{16}$ inches on the return stroke, which will place the crank-pin at *l.*, then with the same radius as before strike the point *m.* on the slides at the 5⅛ inches point, using this as a centre we strike the arc *l. n. o.*; we now see that the crosshead has only traveled 10$\frac{7}{8}$ inches on the return stroke, instead of 12 inches, which is a variation in the point of cut-off between the forward and return stroke of 1$\frac{1}{8}$



inch. In considering this subject we must recollect that we suppose the eccentric was properly adjusted in regard to lead when the crank-pin was on the centre; therefore the eccentric traveling with the main shaft and crank, if the cut-off take place when the crank-pin has traveled $11\frac{7}{16}$ inches on the forward stroke, it will take place on the return stroke when the crank-pin has traveled the same distance.

We will now suppose that the exhaust opening on the forward stroke begins when the crosshead and piston have traveled 15 inches. Taking the 15inch point on the slide, with the same radius as before, we strike the arc *p. q. r.* touching the 15 inch stroke line on the central line of motion at *q.* and cutting the crank circle at *p.* and *r.*, showing the crank pin to stand at $14\frac{3}{16}$ inches on the central line of motion. We will now take $14\frac{1}{16}$ inches on the return stroke as the position the crank-pin will be in when the exhaust opening commences, taking *s.* as a centre and the connecting rod as the radius, we touch the slides at T, using T. as a centre we strike the arc *s. u. v.*, we now see that the exhaust opening takes place $1\frac{3}{8}$ inch before the end of stroke is reached, thus showing a difference in the position of the crosshead on the forward and return stroke of $\frac{3}{8}$ inch and a difference in the cut-off of $1\frac{1}{8}$ inch.

By examining the diagram, we find the variation of the position of the crosshead to be twice the length of the versed sine of the arc struck with the connecting rod as a radius, therefore the longer we make the connecting rod the nearer the arc will approach to a straight line and the less variation will there be in the valve motion.

The cut off cannot be equalized except by destroying the equality of the lead opening, by lengthening the eccentric rod until the cut off is equally divided. The exhaust opening and closure can and ought to be equalized in all engines. When the exhaust cavity in the valve is cut out line and line, as it is termed, that is, the width of the cavity in the valve equals the width of the two bridges added to the width of the exhaust port in the cylinder valve face, the exhaust opening will commence for the stroke then being performed, and the exhaust opening will close for the preceding stroke of the piston. I will here say that in my valve practice, which has been large and has extended over twenty years, that I have almost invariably, for the last ten years, cut out all valves of engines line and line that I have built or repaired, and always with great advantage to the engine, in an increase of power with the same amount of fuel, or the same amount of power as was previously

indicated with a great deal less fuel. To show to what an extent this alteration sometimes benefits an engine, I will mention one instance.

Within a short distance of my house is a flour mill having an engine with cylinder 14 in. in diameter and 36 in. stroke, and making 45 revolutions per minute, or 270 feet of piston travel. This engine has an independent variable cut off, and the main valves have each $\frac{5}{8}$ in. lap. I assisted to set this engine up in 1860. In January, 1869, I repaired this engine. It had then been running eight and a half years night and day, and its capacity was from 110 to 120 barrels of flour per day. The proprietors recently gave me a certificate stating that since I repaired the engine and cut out the main slide valves, that the engine has turned out 160 barrels of flour per day with the same amount of fuel that it previously took to turn out 110.

It is not advisable to use the common slide valve for cutting off earlier than two-thirds of the stroke, as what is gained by expansion is lost by the extra friction of the valve in consequence of the increased area of the valve. If the valve motion is properly designed, the lap on each side should at least equal the width of the steam port, so as to give a full port lead opening to the exhaust by the time the piston has reached the end of its stroke, so that there will not be an injurious back pressure. I am wandering away from the question, how to equalize the exhaust, or, in other words, how to make the exhaust take place at precisely the same point of the forward and return stroke of the piston.

It is the common practice in all railroad shops, to facilitate the setting of the valves of locomotive engines at any time, and to save the trouble of taking off the steam chest cover, to mark on the valve rod the position of the valve when just commencing to admit steam into each induction port. This is done with a small steel trammel; one point of the trammel resting in a center punch mark on the outside of the stuffing box of the steam chest or some other convenient point, and with the other point making a scribe mark on the valve rod when each edge of the valve is brought into proper position for the admission of steam to each induction port. If a valve had no lap on the induction side there would be only one mark on the valve rod, as the valve would be exactly in the center of the ports just admitting steam at both ends of the cylinder, and whatever amount of lap a valve has is shown by the distance apart the marks are on the valve rod. By taking the center between these

two marks on the valve rod, we obtain the exhaust point; then by holding one end of the trammel in the stationary point on the steam chest and turning the main shaft until the exhaust point on the valve rod travels to the other point of the trammel, the valve is then lapping equally over each steam port; and if the exhaust cavity in the valve is cut out line and line, and is exactly in the center of the valve, the exhaust is just commencing. We now measure how much the crosshead has traveled from the commencement of the stroke. Referring to the diagram and calling this the forward stroke, we find the crosshead has traveled 15 inches; we now turn the main shaft until we catch the exhaust point on the return stroke, and by measuring the travel of the crosshead we find that it is only $14\frac{3}{8}$ inches, showing $\frac{3}{8}$ inch of difference. If we now divide this amount between the forward and return stroke, we have $14\frac{13}{16}$ as the position of the crosshead, if the exhaust was equalized. We therefore place the crosshead at that point, and we now try our trammel and see where the exhaust point in the valve rod is; and we find that the valve rod is too short by perhaps $\frac{1}{16}$ inch, thus showing not that the valve rod should be lengthened (as that would destroy the equality of the lead opening on the induction side), but that the cavity in the valve wants moving $\frac{1}{16}$ inch out of the center of the valve, making one side of the valve $\frac{1}{8}$ inch wider than the other; the then exhaust would be equalized.

Referring to the diagram, we find that the cut off takes place earlier on the return stroke than on the forward stroke of a direct acting engine, which, in my opinion, is wrong, as the return stroke has the sectional area of the piston rod less surface for the steam to act upon than the forward stroke. In an indirect acting engine, such as I am now engaged in building, this is reversed. They are a pair of propeller engines of the class termed steeple engines. The bed-plate forms an isosceles triangle; a cylinder is set in the center of each leg of the angle, with the slides and crosshead above the cylinder and the crank below; the connecting rod spans the cylinder. In this construction of engine the steam is admitted longer on the piston rod side of the engine, that side of the engine performing the forward stroke. There is one great gain in this style of engine—the connecting rod is five times the length of the stroke, while the whole engine is not so long as if it was direct acting and the rod only three times the stroke.

When I stated that it is impossible to equalize the cut off except at

the expanse of the lead, I referred to the common slide valve worked by one eccentric. With the link motion as applied to the locomotive engine, the cut off and exhaust can both be equalized by the manner in which the link is suspended, but only in one motion; if they are equalized in the forward motion the backing motion will not be correct, and *vice versa*. Such a thing as a perfect link motion in all points is not to be found.

But, Mr. Editor, I am going further than I intended to when I commenced this article, and I expect most of your readers will be tired before they have read it half way through; but as your shoulders are tolerable broad, you must take the blame for drawing me out before your readers.

WM. ROWNTREE.

A large private firm of shipowners in the Tyne have adopted the bonus system amongst its engineers. The principal part of the vessels owned by the firm are engaged in the coal trade, and sums of money are distributed annually to those engineers whose engines or boilers are found on examination to be in the best condition, and who have during the year effected the greatest saving in the consumption of fuel.

Editorial.

Mutual Life Insurance Feature of the International Union.

We owe an apology for a seeming neglect on our part, in not giving this very important question the attention its importance demands. But most of our readers are aware that we have been engaged in a very extensive organizing tour, which occupied all our spare time. We are, we hope, excusable to a certain extent on that account, and promise hereafter to devote our whole energy to the question of life insurance as practiced by the International Union. Every man, whether married or single, should have a policy. There is no better plan of insurance in operation anywhere than that carried on by the International Union of Machinists and Blacksmiths of North America. Every dollar that is paid in by policy holders—in case of a death—is paid over to the widow or heirs of a deceased member. We have no paid agents at salaries ranging from $3,000 to $5,000 per annum. No $2,000 to $3,000 per year are paid as office rent in costly buildings, every cent of which comes out of the pockets of the policy holders.

In order to show the advantage of our plan over all other Life Insurance Companies, we give below

carefully compiled tables, which for accuracy and reliability cannot be surpassed:

Table showing the Expectation of Life according to the Combined Experience Tables of Mortality.

Age	Expectations in years and 100ths.	Age	Expectations in years and 100ths.
18..	47.68	40..	27.28
19..	42.19	41..	26.56
20..	41.49	42..	25.84
21..	40.79	43..	25.12
22..	40.09	44..	24.40
23..	39.39	45..	23.69
24..	38.68	46..	22.97
25..	37 98	47..	22.27
26..	37.27	48..	21.56
27..	36.56	49..	20.87
28..	35.86	50..	20.18
29..	35.15	51..	19 50
30..	34.43	52..	18.82
31..	33.72	53..	18.16
32..	33.01	54..	17.50
33..	32.30	55..	16.86
34..	31.58	56..	16.22
35..	30.87	57..	15.59
36..	30.15	58..	14.97
37..	29.44	59..	14.37
38..	28.72	60..	13.77
39..	28.00		

Glancing over the above table, it will be observed that a person at the age of 22 years is expected to live over 40 years longer, during which time—supposing the number of policy holders to be 2,000—he will have paid in—according to the most reliable statistics, which show the rate of mortality to average six in every thousand—$480.00 to secure to his family or heirs an indemnity of $2,000.00.

Now, then, let us contrast these figures with the figures of the Massachusetts Mutual Life Insurance Company, perhaps one of the most reliable life insurance companies in America, and one that charges probably less premium for policies ranging from $1,000.00 to $10,000.00, than any other company not conducted on our plan of life insurance. In glancing over their tables, we find that a policy holder at the age of 22 years is required to pay an annual premium of $18.18 on a policy of $1,000.00, or $36.36 on a policy of $2,000.00. Referring to the table and calculating as before, we find that at the end of 40 years a policy holder will have paid, as premium on a policy of $2,000.00, $1,455.40, or $974.40 more than he would have paid if he had been a policy holder in the Machinists' and Blacksmiths' Mutual Life Insurance Department.

The advantage of our plan of insurance over all others will be readily seen. Any company having paid agents cannot possibly carry on a business and pay out the amount of money in proportion to the amount paid in, that ours can.

For the first time since the enlargement of the Journal—in fact, we might say, for the first time since the adoption of this feature by the International Union at the convention held in Buffalo, N. Y., in September, 1868, we have ventured out before the machinists

and blacksmiths of America in presenting them the insurance feature of our association in connection with statistical information concerning life insurance, feeling confident that this feature alone is an inducement sufficient for a man who is a machinist or a blacksmith to connect himself with our organization; at the same time a man can become a member of the organization and insure or not, as he sees fit. But we would advise every member of the entire organization to insure as soon as possible. The amount of money they pay out upon the death of a brother is merely nominal, and in a great many cases the amount will be spent elsewhere, where it will do them little if any good. All Unions that have not already appointed agents should do so immediately, and send their names and address in full to Wm. F. Upright, Secretary M. L. I. D., Syracuse, N. Y. Let every agent go to work with a will, and in a very short time the number of policy holders can be increased to 3,000.

Owing to a want of space in this issue of the Journal, this article is necessarily brief, but we promise to refer to this important subject again, and only hope that every member of the organization will put forth a proper exertion in the interest of our Insurance Department.

Apprentice System.

The discussion of this question has at length drawn forth a reply from the author of a *non-committal* article entitled "SHOULD LOCOMOTIVE ENGINEERS BE MECHANICS?" which was published in the February number of the Locomotive Engineers' Journal. The article in our July number has, it seems, disturbed his feeble mental proclivities, and awakened his wrath to such an extent that he now, in order to wind us up completely, calls upon the locomotive engineers of the country to come to the rescue, that we propose to kick them out of the shop, &c. However, we will not grumble, as his weak attempt to refute our arguments is but a specimen of a nonsensical scrawler, who aspires to the position of public educator, without any real foundation or brain to back up his aspirations. To aspire is one thing, but to possess ability is quite another thing; and so far as ability is concerned we have nothing to offer, any more than we commend his editorials to the scrutiny of our readers, particularly the last, which is the most senseless and miserable balderdash any man ever undertook to palm off upon an intelligent public. As an attempt at butchering grammar, and silly twaddle, it is preeminently the best we have ever

seen. The following is the article *verbatim*, as it appears in the August number of the L. E. Journal:

MACHINISTS' AND BLACKSMITHS' MONTHLY JOURNAL.

The editor of the above named journal seems determined to kick all engineers out of the shop, and set himself up as a dictator in all matters that relate to engineers and machinists.

He claims that his long service in the shop qualifies him to assume the arduous task of arranging things as they should be. The only excuse he is able to frame for anybody differing with him in opinion, is, their want of experience in the shop.

We think the person he refers to worked in the shop before the editor of the M. & B's. Journal was born, and we cannot hardly allow the aforesaid editor to boss our business, until he learns the duties of a locomotive engineer.

We are much obliged to him for defining our position, but hardly think any fair minded man will see the argument he chooses to attribute to our articles that have appeared in his journal.

Our plan carried out, to have engineers and firemen work in the shop when their engines are being repaired, would in no way interfere with a machinist or blacksmith, neither would it affect the apprenticeship system in the least.

My reasons for desiring the engineer and fireman to work in the shop when their engine is being repaired, are set forth in the article printed in your May Journal. We do not wonder that a man without any experience as an engineer, should be ignorant in regard to many of the qualifications of a first class engineer, hence the absurdity of the editor of the M. & B's. Journal trying to boss a business he never learned.

The editor of the M. & B's. Journal must be a sort of spiritualist, as he speaks confidently in regard to the opinion of *all* first class mechanics, and particularly in regard to the opinions of several prominent officials of the Brotherhood. This belief is confirmed by the fact of his boasting of putting a "head" on the wrong man. We cannot see how he done it, if he has no connection with the "*Spirits*."

We have no inclination or time to carry on a discussion that does not particularly interest our members, neither have we any inclination to get into a quarrel with the shop men. We believe they are our friends, and we earnestly desire to maintain their friendship. We hope our members will not show any less civility to the editor of the M. & B's. Journal on account of his youthful ebulutions.

If any man, not even excepting the editor of the L. E. Journal, can point to one sentence in the above *nondescript* as being a reply to any argument we have set forth in opposition to putting "engine drivers"—miscalled "engineers"—in the shop for the purpose of qualifying themselves for engineers, we will consider ourselves under many obligations to him. It is evident, judging from the opening paragraph, that he does not intend to carry on a fair discussion of the question, which he himself introduced. In appealing to the prejudice instead of the good common sense of his readers, he shows plainly his incapacity to manage a public journal. Such articles work no good, but, on the contrary, engender bitter feelings, and cause disunion among men where nothing but perfect harmony should exist.

When starting out to discuss this question, we stated plainly that we had no controversy with locomotive engineers, and we repeat that this discussion is with the editor of the

Locomotive Engineers' Journal, the author of an essay on "Chunkers," and not with engineers; and if he does not feel himself competent to answer the arguments put forth from time to time in our journal in defense of an American apprentice system, he should at least have common sense enough not to array men against us with whom we have no controversy whatever. Nevertheless, we are pleased to see that he has noticed our articles upon this question through the columns of the journal of which he is editor. Yet, little did we think that he would resort to anything but the truth in carrying on this discussion. When deciphering the second paragraph of the nondescript referred to, we were very much surprised at his assertion, that we claim that our long service in the shop qualifies us to arrange things as they should be. Now then we ask in all candor, for his own benefit, and for the benefit of the reputation of the organization of which he is the chief executive, and for the sake of truth, honesty and fair dealing, that he take the trouble to again examine our former articles, or publish them in his journal, when he will find that the assertion he makes is very inconsistent with strict veracity, and entirely at variance with anything that bears upon it the stamp of truth. The latter part of the same paragraph is but senseless continuation of the first part, which any one reading the article will observe at a glance, without having had their attention called to it. We expected at least that he would take up some of our arguments and refute them, instead of giving the old woman's reason to back up his theory, namely: "I am right." Question—"*Why are you right?*" Answer—"Because I am right." Furthermore, he is right because he worked in the shop before we were born, but he fails to tell us what kind of a shop. If he means a machine shop, we would like to know what part of the machine business he ever learned. If by the assertion "that he has worked in a machine shop before we were born," he means to convey the impression that he knows more about the machine business than we do, we will simply say, in order to put an end to all further controversy upon that point, that we *challenge* him to a trial of mechanical ability. Let him choose any labor he sees fit inside of the doors of a stationary, marine, or locomotive machine shop, and if he proves himself the better mechanic, we will publicly throw up the sponge; but if he cannot, we simply ask that he say no more about having worked in the shop before we were born. In other words, we want him to "put

up or shut up." "You pays your monish and you takes your choice."

As to our not knowing anything about the duties of, or not having had any experience *as* an engineer, we beg to say that we can lay some claim at least to being an engineer, which is more than the "engine driver" who brands us with a want of knowledge as an engineer can do. We hope he will take no offense at us calling things by their proper names. If we are wrong, we ask him to make war upon the great and learned lexicographer, Noah Webster, and not upon one of his students.

In reply to his seventh paragraph, we will say that it would be merely a waste of time to undertake to grind either sense, rhetoric or meaning out of it. If we understand or comprehend the meaning at all, we understand that we are not very sly about our dealings with spirits. If we have anything to do with them, we do so publicly, and not slip around to a drug store to purchase a bottle of Hostetter's or Brady's Bitters, then slip home and write an article on *temperance*. We switch off entirely from the main question when we undertake to answer the foolish arguments put forth by this *Custos Morum*.

It will be noticed that his effusion winds up with a no inclination or time to carry on this discussion. If that be true, we ask, in the name of common sense, why did he commence it? And as far as not having time is concerned, we think that any man who has time enough to go a distance of three hundred miles to a pic-nic could easily find time enough to write an article on such an important question, if he did not have the wrong end of the argument. At any rate, we are sure he has considerably more time than we have, as nearly all of our editorials during the past four months were written on our travels.

In his next issue, will the editor of the L. E. Journal please inform the public as to the dictionary, and in what part of such dictionary, the term "*ebulutions*" can be found?

Our Monthly Journal.

It is well understood that the Journal is not a private enterprise, intended simply to enrich an individual, or assist to fatten some bloated corporation; but it is the property of every machinist and blacksmith in America, whether they are members of the organization or not. It is the only practical work upon the mechanic arts, upon which their trades are based, published in this country, and the only publication of any kind devoted solely, entirely and exclusively to their interests. To show that it

has received a liberal support, our subscription list, since the commencement of the publication, has increased on an average of over 200 per month, making the total number of yearly subscribers over 2,000. There is no doubt but that, if the members of our association, the friends and patrons of our organ, continue to exert themselves, our subscription list will be swelled to at least 5,000 before the close of the present year.

The expense attached to the publication of a mechanical work of this kind is very great, and as the price of subscription is but $1.00 per year—scarcely enough to pay for the material upon which it is printed—the subscription list will necessarily have to be large in order to come anywhere near paying the expense for printing alone, to say nothing of the expensive engravings employed in the illustration of scientific subjects. The want of a cheap, simple and practical work of this character has long been felt. How often have we heard machinists, blacksmiths, engineers and boiler makers exclaim, when asked by the agent of some scientific publication to subscribe for a work so complexed and intricately complicative that even a professor of mechanics would be puzzled to solve some of the problems that were intended for men whose time to acquire a polished or even a common school education has been at best very limited, "If you would publish something simple and practical I would subscribe for it. I, with thousands of my fellow-craftsmen, have keenly felt the want of some plain, simple and practical treatise on our business," &c. Now that the International Union has been the first to take steps toward supplying this much needed and long looked-for work, it is to be hoped that every mechanic interested in the education and elevation of his craft, will show his appreciation for the magnanimity of the International Union in supplying a want so long and so keenly felt, by going earnestly to work in getting up a list of subscribers for the organ of our trades. Every dollar sent in will assist that much in increasing its value; hence our readers, particularly our subscribers, will see the great necessity of exerting themselves in behalf of the Journal. Do not wait until winter is upon us. Now is the time. Let us hear from you. In our next we shall announce the name of the person sending in the largest list of subscribers during the present month; also the name of the person who has, through his own efforts, sent in the largest list of subscribers from the commencement of the enlarged Journal.

ADAM OSTER.

THE subject of this sketch was formerly a member of Machinists' and Blacksmiths' Union No. 23 of Pennsylvania, and as such continued for some time. Through his cunning and winning ways he succeeded in gaining the confidence of every member of his association, and was finally elected, in December, 1870, to fill the responsible and honorable position of Treasurer of No. 23, in which office he continued until about the 27th of June last, when he in a most disgraceful manner absconded, leaving his family destitute, besides taking with him funds to the amount of $167.97 belonging to the Union. This villain, this demon clothed in the garb of an honest man, has with one foul sweep shattered the confidence reposed in him, branded himself as a thief and a scoundrel, and rendered himself an unfit associate for honest men. Although he has done his worst to destroy one of the best Unions in the country and cast reproach upon the organization, we do not clamor for persecution, but ask our members, wherever they may come in contact with him, to simply let him severely alone, as the touch even of the garments worn upon the foul carcass of this notorious and perfidious rascal might be pollution. Before the enlargement of the Journal such swindling impostors could ply their nefarious avocations with impunity upon the unwary and honest men of our organization, but since we have an independent organ of our own, we propose to expose every such thieving transaction, and bring the trans-

gressor before a public court of justice. Since we are opposed to thieving operations of any and every character, and have never failed to expose rascality in the ranks of capital wherever it has come to our knowledge, we do not propose to throw a cloak of protection over men because they may be members of our organization, but shall expose them even if they are our bosom friends.

We hereby give warning to all such villains, rascals, thieves, embezzlers and peculators, who may feel inclined to follow in the wake of the villain whose portrait we give above, that they will have the pleasure of seeing a representation of themselves in the columns of the Journal. In view of the above, the ex-Treasurer of M. & B. U. No. 2 of Indiana, a resident of Fort Wayne, had better show a clean balance sheet as soon as possible. A failure upon his part to give a satisfactory account of his stewardship before the next issue of the Journal will subject him to a gratuitous boost into notoriety. We also have our eye upon one or two others, who, if they do not toe the mark squarely, will be brought beneath the scorching rays of public scrutiny.

In reference to publishing such frauds, we do not propose to go upon hearsay simply, and did not in the case of Adam Oster, of Meadville, Pa. But we have in our possession an affidavit, signed and sworn to by three reliable and substantial citizens of Meadville, Pa., and we propose to treat all similar cases in a similar manner.

Editorial Correspondence.

GALION, OHIO, July, 1871.

AFTER an absence of three weeks from headquarters, we are compelled to return and lay over until after the hot season, when we shall again return to the field and finish the labor we left undone.

After leaving Owosso, Michigan, we started for Grand Rapids, where we found the members of No. 3, although small in numbers, yet a nobler and braver band of men cannot be found anywhere. We held a public meeting, which we have reasons to believe was productive of much good. Before we left our German fellow-craftsmen talked strongly of following in the wake of our German brothers of New York city, and organize a German Union under the jurisdiction of the International Union. They believe that when men leave their native land and come here to America to cast their fate amongst us, that they should support American institutions, and not bring their institutions with them to the detriment of ours. We only hope that our English brothers will look at this matter in the same light—stand aloof from

us no longer, but connect themselves with our organization as soon as possible. We do not want any narrow-minded nationalism in this country, and we know of no better plan to wipe out all nationalism among our craftsmen, than for the machinists and blacksmiths in America, of every clime, to unite and cross hands under the folds of the broad and proud banner of the International Union. We believe that all differences, all disputes, all troubles of whatever nature or character, can be settled under the folds of our banner. We are deviating somewhat from the thread of our narrative. We shall refer to this subject at some future time, perhaps in the present number of the Journal.

While among the brothers of No. 3, we were very agreeably entertained. We shall not soon forget Brothers A. H. Kimball, Alfred Milmine and James Berry, who did everything in their power to make things pleasant for us. It is unnecessary to say that they succeeded in their efforts.

On Monday morning, July 3d, we started for Peru, Ind. On the 6th we organized M. & B. U. No. 1 of Indiana. On the following morning we started for Fort Wayne, once the home of No. 2 of Indiana. This union, when in existence, was one of the most flourishing unions in the organization, but some traitors stole into their camp. A demon, clothed in the livery of heaven, got possession of the funds, and because some villain of the same stripe told him (to use his precise language) to "hang on to the funds," that some other man would be elected to fill this office of honor and trust, and that other man might be an honest man, and they would never see the money again—in other words, they would never again get such a splendid opportunity of appropriating to their own use what never did belong to them. A personal interview with this ex-treasurer and thief, this unsophisticated, sanctimonious young man of some fifty summers, revealed to us the fact that a bigger scoundrel never went unhung. Before the enlargement of the Journal, such men as those could swindle the organization with impunity, but now that we have a medium through which we can bring their villainous deeds before the public, we propose to make a clean breast of every such transaction; and we hereby warn the gentleman in question that if he does not return the funds in his possession belonging to the union, we shall give him a gratuitous boost into notoriety; and if necessary, we shall get an engraving of his phiz, put it in the Journal, and publish him to the world. Notwithstanding the discouragement the machinists and blacksmiths of Fort Wayne have met with, they were willing to try again. They have been taught a severe lesson, but they have learned their men; the wheat has been separated from the chaff, the obstructions in the path of pros-

perity have been removed. We predict for them a bright and glorious future. On the evening of July 7th a small but determined band of men met with us and reorganized M. & B. U. No. 2 of Indiana. Will publish list of charter members next month, when many of our readers will recognize among them some of the old war-horses of union, men who have pulled in the harness long and hard, and are willing to take hold of the good work again. Their countenances bore a sure indication of success. Determination was plainly depicted there, and as certain as there is a God in heaven they will yet triumph over the scoundrels who were the cause of their dissolution.

On the following day we started for LOGANSPORT, IND., UNITED STATES OF AMERICA. This is one of the largest burgs in the country. The State of Indiana is in Logansport. This place can boast of some very fine streets and public buildings, and some very pretty private residences; also quite a number of railroads. But the machinists and blacksmiths of Logansport, with a few exceptions, are the most cowardly, pernicious, and laziest set of men in the country, without exception. We said they are lazy. We take that back. We do not wish to brand men with epithets they do not deserve, much less denounce men as being lazy when we have it on the best of authority that as soon as their day's work is done, scarcely taking time enough to masticate their hash, when they are off, some of them for Chas. Buel's cigar store, where any one who wishes to satisfy themselves as to the truth of these statements can see them reclining gracefully upon a box puffing a two-for-a-penny cigar, while others can be seen with tobacco juice running out of their depositories of filth, squirting the weed upon the pavement for ladies to drag their dresses into. It seems that the machinists of the P., C. & St. L. R. R. shop are divided into four classes. One is a class of men (and we are sorry to say they are in the minority) who are perfect gentlemen, and as good mechanics as can be found anywhere; and we wager all we possess in the world that these men do more work, and do it better, than any other same number of men that can be picked out in this shop. The second class are the public tobacco consumers above referred to. The third is a class of a still lower grade; their favorite place of resort is Kline's brewery, where swill beer is guzzled by the wholesale. These same men, if asked two days after pay day to connect themselves with an organization whose main object is moral and social advancement, they could not find a dollar in the world to pay their initiation. The fourth class is a class the lowest in the scale of human animals; their favorite place of resort is Hilderbrand's whisky and gin dispensary. It is really a laughable sight to any

one in search of curiosities to get in the vicinity of the aforesaid gin-mill and see the fearful mugs that hang around—some of them unwashed, but not dirty enough to hide the peach blossoms on their noses. Strange as it may seem, yet it is an indisputable fact, all of these men except the first class were too cowardly to come to a public meeting held in the city hall, for fear the master mechanic would find it out and discharge them. We ask their master mechanic if he would not rather that the men under his supervision should connect themselves with an organization that discourages intemperance and vice of every description—an organization, if once formed in Logansport, would assist greatly in promoting the mechanic arts and make some of the chunkers and jacklegs in the P., C. & St. L. R. R. shop passable workmen, so that, if ever they have occasion to leave that shop and seek work elsewhere, they may not be a disgrace to the trade? We have it on the authority of quite a number of men in the above shop—among them are Joseph Pillard and Robert Carson—who told us that there was not more than one good mechanic in any gang in the shop, and gave this as a reason for not wanting to organize a union. However, all the men who were willing that a union should be organized made no such assertions, but, on the contrary, said there were enough good men to form a good union in Logansport. We have a walking conundrum, a mathematical problem, in the person of Robert Carson. We will state the case fairly, and anybody giving a correct solution of the problem ought to be entitled to forty acres of land in the vicinity of Logansport. Truthful Robert, two days before the meeting, was very much in favor of an association among his fellow-craftsmen of Logansport, and he would do everything in his power to bring about the desired result. He would engage the city hall for a public meeting, have a notice put in the paper, put up a notice in the shop—in fact, make himself generally useful. We then started for Fort Wayne and organized an association as before mentioned. On our return to Logansport from Fort Wayne we found that faithful Robert had done just as he had promised, but not until he had done everything he could to persuade us not to come back. But finding that we would not persuade or discourage worth a cent, he executed the work assumed by him most admirably. Finally the hour for the meeting arrived. We walked slowly toward the city hall. After waiting until half-past eight o'clock the meeting was opened with about sixteen men, all told, three of them machinists. The word in every one's mouth was, "Where is the man who got up this meeting?" Faithful Robert was *non est*. The meeting held forth until half-past

eleven o'clock, yet Robert did not come. On the following day, when asked why he did not go to the meeting, he replied that he did go, but that the meeting had adjourned. Oh, truthful Robert! you are a "BRICK."

Another odd genius is Monsieur Joseph Pillard, who was also very much in favor of a union—would like to see one organized in Logansport, but he would never become a member of it. The reasons assigned are as follows: He was a member of the Union in Fort Wayne when it broke up, and because the treasurer, who stole the funds of the Union would not divide with him, he would never have anything more to do with a Machinists' and Blacksmiths' Union. Immaculate Joseph! Infallible Pillard! I would pity the Union that would elect him treasurer.

The above is the exact condition of affairs as we found them, and we challenge any man in Logansport to point to a single misstatement in the foregoing description of the state of affairs in Logansport. But notwithstanding the disappointment, we have every reason to believe that the good mechanics of this town will get together and form themselves into an association.

Feeling worn out and fatigued—so much so that we were compelled to abandon our western trip until after the hot weather—we started homeward, stopping at Columbus, Ohio, where we organized M. & B. U. No. 5 of Ohio, with the following as charter members. We challenge Logansport to pick a number of men who will compare favorably with these:

David Clark,	W. H. Ford,
George O. McDonald,	Eli F. Campbell,
Geo. Murray,	B. W. Lally,
Chas. F. Jacobs,	W. E. Cook,
M. H. Scovill,	P. J. Manley,
John Uncles,	A. Roberts,
G. Albright,	M. Shea,
Chris. Keiser,	John Keiser.
Chas. S. Bagley,	

On the following morning we started for this place, Galion. In the evening we organized M. & B. U. No. 6 of Ohio, with the following as charter members. Again we call on Logansport to produce such a respectable body of men:

John Tordoff,	Wm. Furguson,
Wm. Spittle,	Wm. N. Evans,
Wm. Fitzmaurice.	James Merrett,
C. J. Hoyt,	Michael Shea,
G. F. Lewis,	Stephen R. Edwards,
Patrick Hurley,	Wm. Beal,
Charles Quandt,	G. E. Raymond,
Wm. Hoyt,	John Casey,
Owen Clark,	Francis Cave,
David Grant,	Amos Warner,
J. B. Walker,	G. W. Willson,
Richard Atkinson,	John E. Meyers.
Wm. Clark,	

After a siege of three weeks we succeeded in organizing six unions, and are only sorry that we were compelled to give up the chase so soon. We owe an apology to brothers in Adrian, Mich., Chicago, Ill., and Milwaukee, Wis., where we had engagements that we were unable to fulfill, but promise to make up for any deficiency on our part. We start west again as soon as the weather will permit. We expect to organize at least twenty-five unions throughout the west before the

coming winter, and only hope that our members will open a correspondence with every city and town in the west preparatory to our visit, and, if possible, send a missionary to Logansport.

Brevities.

CHANGES IN THE LIST OF CORRESPONDING SECRETARIES.

Corresponding Secretaries will make the following changes: No. 1 of New York, John Nagle, 43 Colony street; No. 5 of Ohio, Geo. O. McDonald; No. 6 of Ohio, C. J. Hoyt, Box 478; No. 1 of Indiana, M. B. Bailey; No. 2 of Alabama, C. W. Renau, Lock Box 385; No. 2 of Pennsylvania, William Byars; No. 2 of Tennessee, C. H. Curren, 181 South Vine street.

NOTICE TO SUBORDINATE UNIONS.

All Unions that have not already squared accounts with the International Union for the term ending December 31, 1870, are requested to take measures looking to the immediate liquidation of their indebtedness, or report without delay to the Treasurer of the I. U.

NEW UNIONS.

The following Unions were organized during the month of July:

By the President of the I. U.—No. 1 of Indiana, at Peru; No. 2 of Indiana, at Fort Wayne; No. 5 of Ohio, at Columbus; No. 6 of Ohio, at Galion.

By Deputy President P. Cavanaugh—No. 4 of Ohio, at Wellsville.

By Deputy President Joshua Popperwell—No. 2 of Pennsylvania, at Scranton.

SEALS FOR SUB-UNIONS.

All seals will hereafter be furnished by the International Union. Price $10.00.

NEW EXCHANGES.

We have this month added to our list of exchanges the "Pennsylvanian and Labor Tribune," published at Lancaster, Pa., by T. W. Herr, the "Sunday Morning Union," published at New Haven, Conn., and the "Anthracite Monitor," edited by C. Ben Johnson, all of them bold and fearless advocates of the labor movement, and welcome visitors to our sanctum.

NOTICE TO CORRESPONDING SECRETARIES.

All Corresponding Secretaries of subordinate Unions, in the case of a member depositing his card, will immediately transmit a notice of the fact to the Union that issued the card. By conforming strictly to the above, much trouble, vexation, and many suspensions will be avoided.

Corresponding Secretaries who have not already sent in their semi-annual reports for the term ending June 30, 1871, will do so without further delay.

Corresponding Secretaries will acknowledge the receipt of every printed document emanating from the Executive Department.

CIRCULAR NO. 6.

The following amounts were received on the above circular during the month of July: $5.25, No. 4 of Tennessee; $5.00, No. 15 of New York; $10.00, No. 12 of Pennsylvania. Corresponding Secretaries of all Unions except the following have failed to report any action upon the above circular: Nos. 3 of Ohio, 4 of Indiana, 1 of Wisconsin, 2 of Michigan, 5 of New York, 4 of Tennessee, 15 of New York, 12 of Pennsylvania. Disbursed, $56.00. Corresponding Secretaries of all Unions not mentioned above will report to this office immediately the action of their respective Unions upon circular No. 6.

RECEIVED.

Of M. & B. U. No. 3 of Michigan, $15.00 for traveling expenses.

THANKS.

Our thanks are due to John McKenna, M. M. of the Peru and Indianapolis Railroad, for courtesies extended during our stay at Peru.

OFFICIAL LETTERS.

All letters sent to the Corresponding Secretaries from this office, unless they are marked "Private," are the property of the Union, and should be read at the first meeting of the Union following their reception.

FUTURE CAPITOL OF INDIANA.

We suggest that should the citizens of the Hoosier State feel inclined to remove the capital from Indianapolis, a good site could be obtained near Logansport.

When our clocks are a little fast, we always set them right at once. People ought to do as much for their fast sons and daughters, but they generally let them run.

The Fourth was celebrated in the Yosemite Valley by the firing of anvils. The echo of each report lasted about five minutes.

Miscellaneous.

Dialogue.

Three tramps from Logansport, seeking employment, finally find themselves in a Union locality, enter a shop and approach a brother chip :

1*st Tramp*, *Pillard.*—Any chance for a job here?

Union Man.—Not here exactly, but know of several vacancies elsewhere. Of what Union are you a member?

Pillard.—I am not a member of any Union just at present, but I have been. I don't like the Union. I told the President of the I. U. that I never would become a member of the Union again, as I was misused by the ex-treasurer of No. 2 of Ind.; he refused to divide with me; but if I can get a job I will become a member again.

Tramp, No. 2, Carson, interrogated :

U. M.—Are you a member of our organization?

Carson.—Not now, but will become one if I can get a job.

U. M.—What excuse have you for not being a member?

Carson.—Well sir, I came from a place where there is no Union.

U. M.—What place is that?

Carson.—Logansport.

U. M.—But I understand that the President of the I. U. was there, and that a meeting was held for the purpose of organizing a Union. Was you at that meeting? If not, why?

Carson.—I was not at that meeting; and the reason I was not there is, I had made an engagement that I could not break. I agreed to meet a friend of mine at Buel's cigar and tobacco shop. After my friend had left me I went to the city hall and found that the meeting had adjourned before 11.45 P. M. without organizing a Union. There is no use trying to do anything with the M.'s and B.'s of Logansport, they won't attend a meeting of that kind.

U. M.—Well, sir, you had better go to Mr. Buel's tobacco shop for a job, perhaps you can get one there.

Tramp, No. 3, Roach, interrogated :

U. M.—Well sir, from the cut of your jib, I take it for granted that you are not a Union man, and from your general appearance I am convinced that you are from Logansport also. Did you attend the meeting referred to?

Roach.—No, sir! I did not. I saw a notice of the meeting nailed up in the shop, but by the time I got home I had forgotten all about it. A friend of mine came to my house, and he and I went swimming; the meeting had slipped my memory altogether. I should have been there, only for that; and if you will tell me where I can get a job, I will become a member of the Union.

U. M.—Yes, gentlemen, you are all of you good Union men when you are out of employment, and as soon as you get a job you cannot see of what benefit the Union will be to you. You worship the almighty dollar to such an extent, that you cannot pay your initiation fee in the Union, or fifty cents per month, which will, in case of sickness, secure yourselves or your families an indemnity against want. You seem to be so miserly blind, that the golden calf before your eyes hides from your view all the benefits connected with our organization. You seem to be so niggardly mean, that you will sponge upon your fellow craftsmen, who are all over this broad land, struggling hard, spending their time and money in building up an organization for the protection of our trades; and if any benefits accrue from their labors, you are perfectly willing to reap them; but you are too stingy to spend one cent to promote the interests of an organization that is striving hard to better your condition, although such as you are the only enemies we have to contend with. Our employers are not our enemies, as you would have us believe; they are our friends. Gentlemen, my advice to you is, instead of spending your time and money in such places as Hilderbrand's whiskey dispensary, or Buel's tobacco shop, or Kline's brewery, and instead of going swimming with your friends, get up a meetiug of the machinists and blacksmiths of Logansport, attend the meeting like men, organize a Union, assist us to elevate in the moral and social scale our craftsmen of America—and my word for it your employers will respect you for it. But until you connect yourselves with our organization, and thus show that you are morally as well as mechanically qualified to be called a mechanic, so as to enable us to recommend you to our employers as a good workman—until that time do not ask any favors at the hands of the members of our organization. Gentlemen. I have spent too much of my employer's time already talking to you, so good day!

Information Wanted.

Will some sage geographer be kind enough to inform some Missionary Society as to the exact latitude or longitude of LOGANSPORT, Indiana?

LOGANSPORT, IND.

Just as we go to press we are informed that the *Scabs de Unum* still hold possession of the above place.

BASE INGRATITUDE.

There are some men at present at work in Amboy, Ill., who got the positions they hold through the influence of the Union, and now that they are comfortably located, some of them have left the Union and do not hesitate in making little of it. They remind one very forcibly of the jackass who forgot who his ancestors were. We wonder if they would not like to see themselves in our picture gallery? Look out for the Journal next month. *A beau jeu beau retour.*

BALTIMORE, MD.

Just as we were going to press we received a letter from Baltimore, written at the instigation of sixteen first-class machinists, asking for information to organize. They propose once more to fling to the breeze the flag of old No. 1 of Maryland. Credit is due to No. 3 of Illinois for sending out her faithful sons, who scatter the principles of union broadcast. We have long since opened fire on Baltimore, but could make no impression until Bro. P. A. O'Brien, of No. 3 of Illinois, took matters in hand, and before the issue of the next Journal Baltimore will be enrolled under the banner of the International Union.

The President of the International Union will start on a Western organizing tour immediately after the issue of the September Journal. The four first places will be Galion, O., Columbus, O., Cincinnati, O., and Louisville, Ky.

EXPLANATORY.

Owing to the unusual press of important matter relative to the interest of the organization, we are compelled this month to add eight pages extra. If the friends of our organ continue to exert themselves, in a very short time we shall be able to increase its size to 48 pages. We are well aware that the size of the Journal was limited to 32 pages at the last session of the International Union, but there is no reason why the machinists and blacksmiths of America cannot support a 48-page journal; and we feel confident that if the question of "enlargement of the Journall" was submitted to the different subordinate Unions throughout the country, there would be a unanimous *Aye* in favor of enlargement. We hope, therefore, that our friends, particularly the members of our organization, will put forth renewed energy, and we promise an enlargement of the Journal as soon as our subscription list will warrant it.

A COLLECTION HARD TO BEAT.

Moulders from Buffalo, coopers from Cleveland, and machinists and blacksmiths from Logansport.

Notes and Queries.

Questions and answers under this head, to insure insertion, must be brief as possible.

QUESTIONS.

F. J. F., Louisville, Ky. How can English cast-steel be told from other cast-steel?

R. W. L., Rochester, N. Y. Upon a counter shaft are two pulleys, the largest of which is 24 inches in diameter. Two similar pulleys on the main shaft drive this counter shaft by means of a belt. When driven from the smaller pully on the main shaft, the counter shaft runs 75 revolutions per minute, but when driven from the 24 inch pulley the speed is 500 revolutions. What is the diameter of the smaller pulley?

ANSWERS..

Alpha, New York. We have an engine runs 80 revolutions. Pulley on main shaft 60 inches in diameter—24 inch pulley on intermediate. $60\times80=4{,}800\div24=200$ for our intermediate shaft. Now we have 30 and 24 inch pulley on our intermediate and 12 inch pulley on our counter shaft. $30\times200=6{,}000\div12=200$ for our counter shaft. Now we run from 30 inch on counter shaft to 6 inch pulley on saw. $30\times500=5{,}000\div6=2{,}500$.

J. P., RICHMOND, IND.

General Correspondence.

We do not hold ourselves responsible for the opinions of our correspondents.

Correspondents will please send in their effusions as early in the month as possible, so as to avoid being crowded out.

CINCINNATI, July 28, 1871.

MR. EDITOR:—I am glad to see you take the course you have, in publishing in the Journal all those that in any way helped to rob the treasury of a Union, for it is nothing but theft in the meanest sense. Your plain talk to pilferers in Nashville brings to my mind a similar but a more sneaking case of treasury eating in Memphis. No. 1, of Tennessee, was a live institution from its organization in 1860, up to the time or a few weeks previous to the occupation of Memphis by the Union forces, in 1862. No. 1 had at this time in her treasury two hundred and eleven dollars. When it became known that the city would be taken in a few days or perhaps weeks, all the shops had to move further south, and the largest portion of our members, to make an honest living for their families, had to go with the shops they were employed in. We held a special meeting, and as President I felt that the issue was upon us. The money in the treasury was to be divided. The

only Union holding to the International Union, through all the crisis in the South to divide the money and disband at this time, was as unexpected to me as the way it terminated was to some of those who thought they had the money already secure. The motion was made to disband and ruled out of order; the appeal from the decision of the chair was sustained, and the motion put and carried.

The Secretary drew up the order, I signed it, put it in my pocket, and told them to meet me the next morning at 9 o'clock, went two miles in the country that night, got the money from the treasurer, met the boys next morning, explained to them how they had acted illegally, and tried to show them wherein they had done wrong. It was too late to argue; they needed the money and must have it. There were two things I could do; as Deputy President hold the money and be reported to the Provost Marshal as a Yankee, or give it up and "let the Union slide." I chose the former, and when it came to parting, no one breathed a syllable to the Confederate authorities about me. I told them at parting that I would try to keep the Union together, as there were nine of us left out of eighty-five, the rest going South. I kept my word. I have the receipt of Frank Feeley for two hundred dollars, which I paid to him as Secretary.

I came to Cincinnati in 1863, James Burke being Vice President, and signing my card when leaving. A few weeks thereafter a few of them met and divided the money in the treasury.

I want you to find out, if possible, the names of those that shared in that thieving business, and publish them.

I owe this explanation to the boys who went South in '62, as I see some of their names in the Journal as members of the new Union you recently started in Memphis.

In conclusion, Mr. Editor, allow me to say, that a nobler and truer set of men never lived than the boys of old No. 1, of Tennessee, that went South at the above time. I was their President for four years, and Deputy to the International Union at the same time. I had a fair chance to know them. Let us have the names of the thieves who stole their money.

Respectfully,

ROBERT P. BRADFORD.

SYRACUSE, N. Y., Aug. 1, 1871.

Feeling considerably encouraged at seeing so much interest manifested by the different insurance agents, I feel confident that ere long our insurance feature will be second to none upon the American continent. I cannot help but congratulate the organization upon the success of our Insurance Department, as it—in my opinion—will serve to strengthen our organization perhaps more than any one thing the organization has ever adopted. The earnest manner in which our agents are taking hold of the good work, convinces me that if they but continue their efforts, in a very short time the realization of our hopes will be consummated. The large number of Unions recently organized seem alive to their interest. The older Unions had better look to their laurels, as the younger Unions are gaining upon them fast. All Unions that have not as yet recommended some suitable member to be appointed as agent in their respective Unions will do so immediately. It is very desirable that all Unions should take hold of this important matter in earnest. Send along your applications for a policy in the Machinists' and Blacksmiths' Mutual Life Insurance Department.

WM. F. UPRIGHT,
Secretary.

Explanation of 3.1416.

Editor Machinists' and Blacksmiths' Journal:

In your last number "Alpha" asks us to explain the decimal 3.1416. He says he has been a machinist for the last twenty years, and yet acknowledges he does not know the above simple decimal. In my experience I have found many just like him, and have invariably found them to be great critics of others' doings, especially when they did not know anything of the subject. He does well to sign himself "Alpha" (which is the beginning, as A), and we are afraid it will take him a long time to reach Omega (which is the end, or Z). I will, however, try and explain, for his and *perhaps* others' benefit, the simple decimal 3.1416. Then if "Alpha" were to turn a piece of iron in his lathe one inch in diameter it would be 3.1416 inches round it, and that is called circumference; and if "Alpha" should turn a piece of iron two inches in diameter it would be twice 3.1416, or 6.2832 inches round it; and four inches diameter would be four times 3.1416, or 12.5964—and so on for any diameter he may see fit to multiply. A decimal is only a fraction of a number, as ½ is generally represented by the decimal .5, or .50, or .500. We will here instruct "Alpha" how to get a decimal from a fraction, or how to reduce a fraction to a decimal. Then, we ask what is the decimal of ⅜? By taking the upper figure, 3, and adding a few ciphers to it, and dividing by the lower figure, 8, it will give "Alpha" the decimal of ⅜. Thus:

8)3000= 375

·375

And for ½, add ciphers to the figure 1, thus, 100, and divide by the 2, as: 2)100=.50, or .5.

.50

If we were to tell "Alpha" of the numerator and denominator, we fear we should puzzle him as much as our innocent 3.1416 did. However, we will explain that the denominator of ½ is the upper figure, 1, and the numerator is the lower figure, 2; and if the denominator be divided by the numerator it will give the decimal of ½, or .5. So, also, with 5-16 or any other vulgar fraction; add four ciphers to the 5, thus: 16)50000(.3125

48

20
16

40
32

80
80

Therefore it will be seen that .3125 is the decimal of the vulgar fraction 5-16.

We may as well, while we are about it, show "Alpha," and *perhaps* others, how to multiply and divide by decimals. Then we require the circumference of a 24-inch pulley, which we must multiply by 3.1416

24

125664
62832

75.3984

As we had four figures in the decimal to begin with, we must cross off four at the end, and they work in all respects like common figures. But if we have two places of decimals in our multiplier and multiplicand, as 3.14 multiplied by 3.14, then we must cross off four figures in the answer, and they will be the decimal, as shown by this example:

3.14
3.14

1256
314
942

9.8596

The result is very nearly 9⅞; as .875 is the decimal for ⅞, and 87½ cents is ⅞ of a dollar, and 87½ in the full decimal is .875.

We will now divide by decimals, and we want to divide 24 by 3.1416; then we will add four ciphers to the 24, thus, 24.0000, and call those ciphers decimals or their representatives, and we divide them as any common figures, thus, adding more ciphers as needed:

3.1416)24 0000(7.6
21 9912

2 00880
1 88496

12384

A very little practice will soon make any one quite expert at decimals, and it will repay any machinist for the trouble. We do not wish to offend "Alpha" by our strictures; our only object is to stimulate him and others to "a more general diffusion of the principles of the mechanical arts on which our trades are based." And we yet hope to see the time when it shall be incumbent upon all machinists to be both good workmen and good calculators and draughtsmen. And if any of our writings have been the means of causing even only *one* mechanic to study, we shall be well pleased to hear of it. J. J. Illingworth.

Atlanta, Ga., Aug. 1, 1871.

John Fehrenbatch, President I. U.

Dear Sir: I take great pleasure in informing you that on Saturday last Deputy President Henry Haney and myself started for the city of Augusta, to assist in organizing Machinists' and Blacksmiths' Union No. 2 of Georgia. We reached that place early Sunday morning, and after a couple of hours' sleep, started out in search of some of our fellow-craftsmen. We were not long in finding a goodly number, and also that all necessary preparations had been made for a meeting. So, after taking a walk to view the "Forest City" of the South, we assembled in No. 3 Fire Engine Hall, and organized M. & B. Union No. 2 of Georgia, with the following-named persons as charter members: John E. Navy, Pres't; Hardee Fulgum, V. P.; Wm. Harley, Rec. Sec.; B. P. Lockwood, Cor. Sec.; Owen Conlin, Fin. Sec.; Wm. Hackney, Treas.; C. L. Stoffel, Cond.; Frank McCabe, I. D. K.; John R. Lee, Dep. Pres't; H. N. Reid, Wm. G. Lockwood, O. G. Ganter, N. P. Aappler, John Herbert, Jos. Hudson, Thomas Sumner, Robert Lee, C. E. Navy, C. W. Furber, S. P. Whitman and J. W. Haley, together with eleven others whose names we failed to obtain. We can assure you that these are all good and true men—men who are alive to their own interests and the interests of their fellow-craftsmen—who join us heart and hand in spreading the good work throughout this country—men who will place their "shoulders to the wheel," and not cease pushing until the machinists and blacksmiths

from the Atlantic to the Pacific and from the Lakes to the Gulf are all united in one common bond of brotherhood.

Business in Augusta is at present very dull. Most of the men are working upon half time, and I think they deserve great credit for responding to our appeal as they have. Union feelings seem to be unanimous among them, and before '71 passes away I predict that No. 2 will number fifty or sixty members. Work away, brothers of the North, for if you do not your Southern friends will outnumber you before another year passes away. No. 1 intends to correspond with several more cities, and No. 2 promises to do the same, so you may expect to hear from us again.

Before closing, I wish to return sincere thanks in behalf of Bro. Haney and myself to all the brothers of No. 2 for the cordial and kind manner in which we were entertained by them while in Augusta. Our only regret was, that we could not be with them longer.

Fraternally yours, L. P. KING,
Cor. Sec. No. 1 of Ga.

ROCHESTER, July 24th, 1871.

MR. EDITOR:—While perusing the last number of the Journal, I was forcibly impressed by a statement of your correspondent, "Alpha," who says: "I have been for the last twenty years a machinist, and ninety per cent. of the machinists I have known during that time have known nothing of algebra or decimals."

Now, sir, there is no reasonable doubt that the experience of "Alpha" is that of every one who has observed the educational status of the machinists in our land.

Men deft of hand and quick of eye in all things pertaining to the manual, mechanical department of their calling, men born in this land of free schools and compulsory education, are unable to solve such a simple problem as that propounded by this correspondent.

To state and elaborate the reasons for this startling and undeniable fact, would require a volume. My object will be attained, if, by calling attention thereto, I should perchance arouse in the minds of some of my fellow craftsmen a determination that in their own case, at least, the reproach shall be inapplicable.

To the veterans who have grown gray in the machine shop, a knowledge of theoretical mechanics may be unimportant. Many of them have made their life-work one of stolid endurance, while others naturally strong of intellect, have wasted their energies in futile efforts for the benefit of workingmen, forgetful of the great truth that education and virtue are twin sisters, while ignorance and vice go hand in hand.

But to young men—to those who for many long years must continue the struggle for existence—this knowledge is of vital consequence. It is this, and this alone, which will render them superior to and independent of the countless menial host which will inevitably swarm over the land when the doors of Orient are thrown open by cheap transportation.

Accurate scientific information will be as essential to the machinist of the future as manual skill.

As a young mechanic speaking to young mechanics, I implore them to lay aside all frivolous and vicious habits, and awake to the responsibility of their position Progress is the immutable, eternal law of nature. If we fail to build higher for our children on the platform raised for us by our predecessors, we fall short of the requirements of that law, and ally ourselves with the brutes, who do as their ancestors have done through untold ages, and think not of improvement.

But the scope of this subject is illimitable, embracing many of the subjects now agitating the public mind, together with many others yet to arise, and the reader may follow the train of reasoning as far as he chooses.

Yours Respectfully,
R. W. L.

To the Machinists and Blacksmiths of New York City:

BROTHERS:—We would respectfully inform you that at last we have founded, on a firm basis, Machinists' and Blacksmiths' Union No. 25 of New York, and would strongly urge you to embrace the opportunity and join us at once.

Ours is no foreign concern, whose headquarters are located in another country; but here, on your own free soil, under the "Star Spangled Banner," do we plant ourselves and hurl defiance at the enemies of labor.

We do not promise to you impossibilities if you join our Union; but what we promise is, that we will use our utmost endeavors to shorten the hours of labor and to obtain adequate pecuniary recompense for our toil—or, in more familiar words, "a fair day's wages for a fair day's work." This, with the addition of benefits in case of sickness or death, is our promise, and we pledge our honor to keep it most sacredly.

Do not imagine we are organizing for a "strike." We have no such idea, for, according to our Constitution, no strike can take place unless by consent of two thirds of *all* the Unions on the continent. What we are endeavoring to do is to unite all the members of our trades in one common bond, so that there will be no further need for strikes to take place.

It is a notable fact, that while all other trades

have been slowly but surely enrolling themselves under the protection of their Trades' Unions, and reaping the benefits thereof, we, the chief mechanics of the world, instead of occupying the proud place our skill entitles us to, have been trodden down and spit upon, as if we were worms instead of men.

Machinists and blacksmiths of New York, if you have wives or children, it is your duty to them that you join us; if you are unmarried, it is your duty to yourself that should prompt you to do the same thing, for if you go on as you have hitherto done, what will be your reward? A bed of sickness, perhaps, brought on by over-exertion trying to earn a living on the scanty pittance allowed by your so-called bosses.

Men of New York, do you wish to see your children grow up useful members of society? If so, join us in our great and good cause, so that you may be able, when you return from work, to instruct them; so that your mental faculties may not be dulled by the long, dreary ten hours' labor; so that you may be able to enjoy yourselves in a proper and rational manner; so that, by shortening the hours and hardships of labor, you may thereby lengthen your own life, and your lot will no longer be "all work and sleep."

Brother craftsmen, this is all we have to say to you. We conjure you by all your dear connections, by all the ties that bind you to your family, to attend our meeting on ——, August —, 1871, at 56 Orchard street, and by your presence there destroy the standing reproach that "the machinists and blacksmiths of New York have no Union, and cannot help themselves."

By order of M. & B. U. No. 25 of N. Y.

Union of Mechanics.

It is with pleasure that I see the rapid progress made by mechanics perfecting their various organizations for their mutual benefit and protection, and I hope they will continue in the good work. The merchants have their Chamber of Commerce, the manufacturers have their meetings, the Rail Road Presidents and Superintendents have their associations, that they may all have a concert of action for their mutual benefit and protection; and I think it is time we should profit by their example. The machinists and blacksmiths have formed a union in this city, and it is fortunate for the good of the order that they have the right man for their presiding officer. He is a machinist of superior qualifications, a noble generous man, and is held in high estimation by the mechanics of this city, both as a man and as a mechanic. The machinists and blacksmiths are obliged to prosper under his supervision.

There is a class of mechanics that are not eligible to membership in any of the trade unions at present organized in the south. I allude to the boiler maker and copper-smith; and I think the machinists and blacksmiths union could give them protection.

The political question has been the cause of considerable contention among mechanics. This ought not to be the case; let different trades and working men's unions perfect their organizations, and when the proper time arrives, which I hope is not far distant, let them unfurl their banner, and they can and will carry it triumphantly to the halls of congress. What have we to do with the professional politicians of any party? They care nothing for us except to get our votes on election day, and use us as a stepping stone to elevate them to political positions. They are willing for the sons of toil to be committee men, to nominate them as candidates to fill the positions of city, county, state, and national officers, then comes in the professional politician and secures the office. Let the working men avoid all political tricksters of all parties, and such as they may employ to rally them to the polls on election day, if they wish to be successful in a moral, social, or political movement. Let the trades' union select men for their officers of good sense, sound judgement, and fair dealing, and avoid the so-called popular men, and they will become as resistless as the ocean wave. We will yet show the world that there is talent enough among the working men of this country to fill any position they may assume. If the working men will arouse to a sense of their duty, they will find they can wield an influence they little imagine. Let them stop this shop talk about this work man belonging to this or that old political party, or coming from this or that state. Let him know that all you require of him is to work for the interest of the working men. Among mechanics and workingmen there should be no contention, except that noble contention, or rather emulation, as to who can best work and agree. I presume if the workingmen should attempt to make a political movement, the professional politician will attempt to apply the party lash and accuse them of deserting their party, and they will try to convince them that they are the great men. Let them howl, the workingmen have a destiny to fill and it is time they were up and at their work. I am a mechanic and a worker in iron, but I am not eligible to membership in any trade union now organized, but if my pen will give them any assistance I am willing to use it in behalf of the working men.

A. Pearsall.

Memphis Tenn.

CLEVELAND, July, 1871.

MR. EDITOR:—Pursuant to instructions received from Head-Quarters International Union I proceeded to Wellsville, O., on Thursday, July 6, 1871, and organized M. & B. Union, No. 4, of Ohio. I have no hesitation in saying that from the zeal and determination with which the Brothers of No. 4 took hold of the principles of our organization, they will eventually become a strong and substantial organization. I desire to return my heartfelt thanks to the members, one and all, for the kind and gentlemanly treatment I received during my stay, and recall with pleasure the pains taken to render my visit pleasant and comfortable. I hope some day to have it in my power to repay as far as possible their kindness to me. They have my earnest wishes as well as the wishes of the entire organization for success in their new undertaking.

P. CAVANAUGH.

[Brother Cavanaugh fails to tell us about his walking to Wellsville. However, he has our thanks for the able and efficient manner in which he performed the duties that were assigned him.—ED.]

MEMPHIS TENN. July 20, 1871.

Editor of M. and B Journal:

I have carefully read an article appearing lately in this journal, and that of the Locomotive Engineers, edited by Mr. Wilson. I regard Mr. Wilson's opinions as to the interest of the Brotherhood and desirous to advance their condition. We must admit it would be to the interest of the engineer to be well acquainted with the construction of his engine, but the manner in which he is to gain all this useful knowledge as suggested, we cannot admit, nor do I believe any of the members of the Brotherhood would resort to such means in order to obtain it. As regards engineers taking possession of the machinist's trade, I doubt it, and am confident he would not attempt the blacksmith's. We are all well aware of the material value of an engineer working in the shop when his engine is under repairs, and I am convinced that three-fourths of the intelligent members of the Brotherhood will sustain me in saying, practically, it would be to the interest of the company to keep them on the road and not in the shop. There is no master mechanic who has a desire to advance the interest of any R. R. Co. he may be employed by, but fully understands the real value of an engineer to the interest of the Co., when employed to do work in the shop and when on the Road, and will easily determine that a Locomotive Engineers' place of value is on his engine and on the road; therefore his time of service in the shop will be as brief as possible. I agree with Mr. Wilson it would be to their interest to be competent machinists, and if not machinists, to actually know the first principals of an engine. If some of the Locomotive Engineers knew this, I am satisfied there would not be so many explosions and disasters as there are at present, and less fingering on the safety valves. A great many of them seem not to understand their actual use. I have known of many incidents, as recorded by Mr. Illingworth in his experience as boiler Inspector, and do think it would be very much to the interest of the company and that of the engineer to let the safety valve stand where of right it belongs. I make this suggestion for the benefit of engineers, as I have many kind friends and brothers among them; and I am convinced they as well as ourselves have one common object in view—the advancement of their profession and a desire to elevate their standard, which is a common feeling of all Societies and trades' unions. I hope to see a good feeling existing amongst our brothers, and that prosperity will enter the ranks of the Brotherhood and M. and B. unions, and may brotherly love prevail and every social and moral sentiment unite us more closely to each other. Fraternally.

J. MCINTOSH

PRINTING AND THE STEAM ENGINE.

[CONCLUDED.]

But the College faculty stood by him. On learning of the difficulties which beset him on every side, they fitted him up a shop inside their own enclosures, which embraced all that he could desire—workshop, living room and sleeping. Thus provided for, Watt went to his task, safe from foes without, with none but friends within what was, for the time being, the world to him. In the course of his labors among the various and varied machines which had accumulated at the University, he stumbled upon a rude machine which was designed to illustrate the power of steam. He tested it practically, and then set deliberately to work to make a new and a practical working machine. The sequel shows the measure of his success. He perfected an engine which has stood steadfastly to its work from that day to this; and it is tribute enough to the almost supreme genius of Watt to say that, though hundreds—we do not know but we may safely say thousands—of mechanics have spent time and money almost without limit in devising a better machine, yet no one has thus far discovered a way to get either over it, under it, back of it, or in front of it. It stands to day

as on the day of its first creation, pre-eminently THE MACHINE, in every essential particular. And that is enough for it.

And now the thread I will leave for your readers to follow is this: In case the Trades Unions of Glasgow could have effected their object in preventing Watt from fulfilling his engagement with the University, and thus have prevented the invention of the engine, as doubtless would have been the case but for the Scotch persistency in a cause deemed just by the College faculty, how little use would America have to-day for either Machinists' and Blacksmiths' Journals, or Machinists' and Blacksmiths' Unions?

I will here remark, in conclusion, that, as though in tribute of respect to the great inventor, the college building in which the first steam engine was erected is now used as a railway station. GRAY BEARD.

PUBLIC INSTALLATION.

Machinists' and Blacksmiths' Union—Installation of Officers—Address of the President—Supper, Music, &c.

Last evening the newly-elected officers of the Machinists' and Blacksmiths' Union of this city were installed at their rooms in the Clinton block, by Deputy Edward W. Merritt, as follows:

President—Augustus Dow.

Vice President—Patrick Clark.

Recording Secretary—Thomas F. Burke.

Corresponding Secretary—George Forsyth, Jr.

Financial Secretary—James Scranton.

Treasurer—Andrew Smith.

Conductor—Charles St. John.

Doorkeeper—Patrick Callahan.

Trustee—George West.

The installation was witnessed by a large number of ladies and gentlemen, friends of the members, and after the services the President delivered an appropriate and timely address, which we give below. The meeting then adjourned to the supper room, where a tempting collation had been prepared, and was partaken of by about one hundred and fifty ladies and gentlemen. After the supper, the time, to a late hour, was devoted to music, singing, &c., and the remains of the supper were placed in the possession of Rev. Mr. Emens, City Missionary, for the poor.

PRESIDENT'S ADDRESS.

Brothers, Machinists and Blacksmiths: Two short years have transpired since we perfected our organization, and held our first meeting for business in this room. So rapid has been their flight that we can hardly realize that they are gone; but brief as seemed their stay, what startling events and changes have marked their progress! We may be truly thankful that it has been as well with us as it has, and yet we have not been allowed to pass unadmonished; that we belong to the class to whom it is said, "*Dust thou art, and unto dust shalt thou return.*"

Three faces beaming with intelligence, three forms clothed in the vigor of youthful manhood, who mingled with us here on that occasion, are gone to people the nations of the dead. Three times has your measured tread in the funeral procession announced to the world about you that you were paying the last token of respect to a departed comrade. As a recollection of those scenes recur to my mind, I feel to thank God that whilst you were all so promptly and cheerfully ready to watch at the bedside of the sick and dying, there has not been wanting amongst your number some who have not only watched but prayed; and whilst the labored respiration and exhausting cough were too surely precursors of a speedy triumph for the fell de-

stroyer, none but God knows how earnest have been the supplications that ascended to His throne of grace on those occasions. Would it be very much out of place to pause here just a moment, and wonder whose turn will come in the two years we are now entering upon? If it is me, I pledge you my word (God helping me) it shall not find me unprepared. I will not tax your patience longer with this vein of thought, but with your consent will review briefly some of the events that have transpired without our organization, which it seems to me are fraught with significance to us sufficient to be entitled to more than a passing notice. I allude to the terrible state of affairs that has so recently cursed unhappy France. It seems but yesterday that the intelligence flashed across the wires that a prince of the Bonapartes had stooped to become a common murderer, and was shielded from accountability to law by him who should have been first to uphold the law's majesty and immutability. The train of events was so admirably arranged that we, upon this side, had not time to digest the first ere the second act in the great drama had commenced in the imprisonment of M, Rochefort, the people's favorite, who, *doubtless actuated by ambitious motives, had dared to protest.*

This was immediately succeeded by the ominous mutterings of the labor organizations, which, like the distant rumble of the coming thunder, warned the tyrant that the storm he had provoked was about to burst upon him, and might hurl him from the throne he had acquired by falsehood, perfidy, and deceit. Two avenues of escape seemed to present themselves. The first was to turn square about, undo what he had done, and prove his honesty of purpose by giving to outraged justice the princely murderer. The other was, to so dazzle his subjects with the glory of foreign conquests that they would allow the past to become a dream, and make the country resound once more with enthusiastic cries for the Empire.

Since the choice he made between these alternatives was followed so speedily with results so disastrous, he has been accused of being wanting in common sense, for adopting an experiment so doubtful under the circumstances. But if we will give the subject a careful thought, we must conclude that if the last was doubtful in the beginning, the first was even more so—since history teaches us that in no way can a power more effectively pave the way for its ultimate destruction, than by being intimidated into making concessions to an excited and ignorant populace.

If the masses of any country were scrupulous adherents to *right*, of course this would not be the case, and any one who exhibited a proper spirit of penitence for wrong doing, would be gladly welcomed back again to the sacred platform. *But where is there such a country?* Perhaps some of you would ask, why I introduce this subject here, and how the affairs of a foreign country can affect you? I introduce it because it is alarmingly evident that the wholesale destruction of life and property that has attended this train of events for the past few months, has been indirectly superinduced by *working men* at the instigation of the leaders of an organization terming themselves the workingmen's International Society. I introduce it because the undoubted object of these leaders is to destroy lawful governments wherever they

can, without regard to their form or operation, to substitute anarchy for order, and to enrich themselves with plunder, gathered by the light of their neighbors' burning dwellings. I introduce it, because at the present time, emisaries from this diabolical ring in New York, endeavoring (and with some degree of success) to pollute with their accursed poison the minds of American workingmen.

Napoleon was guilty, but Napoleon was not responsible for the scenes that have so recently disgraced France, and sent a shudder to the extreme ends of the world. Let us remember this when we listen to their profuse denunciations of monarchy, and extravagant praises of our peculiar form of government. True we have no king (not even *cotton*) for them to pick at, but then we have *capital*, and as it is not only possible but probable, that they will endeavor to inaugurate a war between it and labor, let us for a moment consider their relation to each other, and the consequences that would arise out of such a contest. Whilst *speculating* capital grasps for power to reduce the workingman to a state of serfdom, the spirit of labor too often burns for the unlawful possession of means beyond its ability to reach, so that whichever should prove the victor, misery would be the natural sequence. Two men may become enemies and live side by side for years without being molested, one by the other, because they are independent; but not so with capital and labor; like two balls in a circular groove, they may recoil from contact and start away from each other, but are sure to meet again when the circle is half traversed; disagreeable as it may be they are indissolubly linked together, and though it is impossible for them to commingle on terms of unity, they cannot exist separate. But there is a position, that they may occupy if they will, that will insure to both parties prosperity and harmony—it is the platform of God's justice between man and man, upon which should be emblazoned this motto: "Ask nothing but what is right, and *submit* to nothing that is wrong."

There are three cardinal considerations upon which hinges the door of success to any undertaking. First, know what you want, not what is merely desired for the satisfaction of a momentary whim or passing pleasure, but what (with all due reference to your circumstances and surroundings) is essential to the well-being of yourself, and not inimical to that of those around you. The second is to secure the tools, means or appliances necessary; and thirdly, bring to your aid an indomitable will, a determined persistence, until success complete crowns your efforts.

In the organization of our society, there certainly would appear to be no necessity of misunderstanding our purpose; but our membership has become so large it is not impossible that some have joined us from other motives than those inculcated by our text book. Inferior workmen might join us from the indulgence of a hope that a combination with skilled workmen would *somehow* enable them to command as large a compensation for their comparatively worthless services as the ruling standard allowed for able and efficient hands. Others might think that a connection with our organization licensed them to insult with impunity their employers, who would be deterred from resenting it through fear that the body of their men would *strike*. If there should

be one, who, in joining us, was actuated by motives of this kind, let me beg you to disabuse your minds of such erroneous ideas; and if you cannot live with us for the advantages to be derived from a mutual observance of our regulations, it would be a master stroke of wisdom on your part to leave us at once, since the longer you stay the deeper will be your disappointment.—Strikes are to be avoided, unless positively forced upon us by abuses too grievous to be borne, and then

TO BE CONTINUED.

Reports of Officers.

Report of the President of the International Union of M. and B. of N. A.

To all Unions under the jurisdiction of the International Union:

The following were the Receipts and Disbursements for the month ending July 31st, 1871:

RECEIPTS.

July	1.	Montgomery, Ala., sub. Jour.	$	9 00
"	1.	Syracuse, N. Y., " "		15 00
"	3.	Rochester, N. Y., " "		4 00
"	3.	Troy, N. Y., " "		14 00
"	8.	Knoxville, Tenn., " "		6 00
"	8.	Erie, Pa., " "		8 00
"	13.	Atlanta, Ga., " "		1 00
"	17.	Whistler, Ala., " "		20 00
"	19.	Syracuse, N. Y., " "		20 00
"	19.	Manchester, N. H., " "		1 00
"	20.	Troy, N. Y., " "		11 00
"	20.	Buffalo, N. Y., " "		5 00
"	20.	Renovo, Pa., " "		1 00
"	22.	Lockport, N. Y., " "		5 00
"	24.	Louisville, " "		13 00
"	24.	Cleveland, " "		1 00
"	25.	Renovo, Pa., " "		1 50
"	25.	Erie, Pa., " "		1 00
"	26.	Albany, N. Y., " "		1 00
"	26.	Reading, Pa., " "		1 00
"	27.	Rochester, N. Y., " "		4 00
"	28.	Lockport, N. Y., " "		1 00
"	29.	Atlanta, Ga., " "		2 00
"	29.	Junction City, Kan., " "		1 00
"	31.	Vicksburg, Miss., " "		12 00
"	31.	Nashville, Tenn., " "		1 00
"	5.	50 M. Cards, No. 3 of N. Y...		5 00
"	8.	4 Badges, Knoxville, Tenn....		4 00
"	17.	Treasurer I. U.....		15 00
"	17.	1 Badge, Jas. Fisher.....		1 00
"	10.	1 Card, Joshua Popperwell....		60
"	19.	1 Badge, John Neurnstein.....		1 00
"	22.	Treasurer I. U.....		400 00
"	22.	1 Card, Cyrus Prosser.....		60
"	25.	2 Copies Proceedings Con....		50
"	27.	2 Badges, A. J. Dance.....		2 00
"	27.	Treasurer I. U.....		15 00
"	29.	No. 2 of O., 1 Seal.....		10 00
"	29.	Treasurer I. U.....		15 00
"	29.	No. 1 of Ga., Lodge Books...		11 00
		Total.....		$640 20

DISBURSEMENTS.

July	1.	5 Money Orders.....	$	70
"	1.	Gas Bill.....		1 63
"	5.	½ doz. Rubbers.....		15
"	6.	Postage Stamps.....		3 00
"	8.	6 Balls Twine.....		1 50
"	8.	Jas. McGrath, services.....		4 00
"	10.	3,000 Copies Journal.....		154 57
"	15.	Postage Stamps.....		4 00
"	15.	Dep. expenses org. No. 4 of O.		5 80
"	17;	Expressage on Money Pkg....		75
"	19.	Telegram to Louisville.....		1 87
"	19.	500 ½-sheet Billheads.....		2 50
"	19.	Postage Stamps.....		3 00
"	20.	Telegram to Chicago.....		1 48
"	20.	Postage Stamps.....		2 00
"	20.	150 Copies List of Cor. Sec...		5 50
"	20.	Telegram to Nashville, Tenn...		1 75
"	22.	Telegram to Water Valley.....		2 25
"	26.	Telegram to Renovo' Pa.....		85
"	27.	250 Slips Erratum.....		1 00
"	27.	250 No. 10 Env'ps & Printing.		2 50
"	27.	1,000 Printing Return Address		2 50
"	27.	Marking Books.....		75
"	28.	Wrapping Paper.....		60
"	29.	Seals.....		15 50
"	20.	Postage Stamps.....		1 00
"	31.	Office Rent.....		6 00
"	31.	Clerk's Salary.....		75 00
		Total.....		$302 15

JOHN FEHRENBATCH,
President I. U.

Treasury Department.

MIDDLETOWN, N. Y., Aug. 1, 1871.

To the Pres. of the I. U. of M. & B. of N. A.

The following were the Receipts and Disbursements at this Department for the month ending July 31, 1871:

RECEIPTS.

July 8.	From No. 7 of N. Y.	$183 50
" 19.	From No. 24 of N. Y., Cha'r*	15 00
" 28.	From No. 2 of Pa., Charter*..	15 00
" 31.	From No. 1 of Ga., Charter*..	15 00
	Total	$228 50

* Per John Fehrenbatch.

DISBURSEMENTS.

July 20.	To the Order of John Fehrenbatch	$445 00
" 20.	Drafts and Postage Stamps...	2 00
	Total	$447 00

Insurance Department.

RECEIPTS.

July 8.	From Wm. F. Upright (balance of contributions on death of Scott Davenport..	$15 30
	Total	$15 30

DISBURSEMENTS.

July 8.	To Anna E. Davenport	$15 30
	Total	$15 30

In my last report the printer makes it appear that No. 15 of New York, on the 15th of June, paid $42 90. It was No. 22 of New York that paid in that amount.

F. P. McFEELY, *Treas I. U.*

Secretary's Report.

MUTUAL LIFE INSURANCE DEPARTMENT,
SYRACUSE, Aug. 1, 1871.

To the Officers and Members of the International and Subordinate Unions of Machinists and Blacksmiths of North America.

The Receipts and Disbursements at this Department for the month ending July 31, 1871, were as follows:

RECEIPTS FOR MEMBERSHIP AND POLICY FEES.

July 18.	Malcolm Grant, No. 4 of Tenn.	$18 00
" 22.	David C. Ross, No. 24 of N.Y..	6 00
" 25.	James Findley, No. 5 of N. Y..	2 00
" 26.	J. G. Hecker, No. 23 of N. Y..	4 00
" 31.	F. A. Burgess, No. 5 of Mass..	2 00
" 31.	David C. Ross, No. 24 of N.Y..	2 00
	Total	$34 00

DISBURSEMENTS.

July 1.	Postage Stamps	$ 1 00
" 22.	Postage Stamps	1 00
" 31.	F. A. Burgess, agent fees	1 00
	Total	$ 3 00

CONTRIBUTIONS RECEIVED UPON THE DEATH OF BRO. WM. P. MIATT.

July 1,	J. W. Gardener, No. 3 of O...	$ 8 25
" 15.	Geo. O. Barren, No. 9 of N. Y.	2 00
" 26.	G. C. Clark, No. 7 of N, Y.....	23 50
	Total	$33 75

AGENTS APPOINTED DURING THE MONTH.

R. J. Donovan, No. 2 of Mississippi.
Robert Wiggins, No. 3 of Ohio.
I. J. Brown, No. 7 of Indiana.
John T. Lees, No. 4 of Tennessee.
John Tritline, No. 6 of Illinois.

WM. F. UPRIGHT,
Secretary M. L. I. D. of M. & B. of N. A.

State of Trade.

Reports under this head should be brief as possible. Any Union failing to see a report of their Secretary will know that the report was not sent, or that it was sent too late for publication. To insure insertion, all reports must be mailed on or before the first of each month. The state of trade, the rate of wages, the number of men out of employment, and number of vacancies, being matters of great importance to our craft, should be reported each month. Any Secretary who, through negligence or otherwise, does not attend to his duties, should resign at once.

No. 4 of Ind. Trade B. Initiated this month John Hamilton and Daniel Waugh. Admitted by card last month, Wm. Tibby, No. 5, of N. Y., ond John Lassen, No. 7, of Ind. This month, Wm. Steiert, on card from I. U. We received from the President of the I. U. a very cheering communication for which he will please accept our many thanks. We can assure him that No. 4 is very glad to hear of his success in organizing new Unions, and hope the good work may continue. He reflects great credit upon No. 4. We are proud of our John Fehrenbatch, and hope he will always conduct himself in a manner that will never cause us any regret. Enclosed please find semi-annual report. No. 4 meets every 1st and 3d Thursday in each month at Machinists ' and Blacksmiths' Hall, Washington street, opposite Court House. A. J. M., *Cor. Sec.*

No. 3 of N. Y. Trade —, wages range from I L T — I E L to V T H. Initiated Alexander Vandecar, machinist. Some of our members who have been neglecting their dues and become suspended, have had enough of it, and are now sending in applications to be re-

instated. It is the intention of the present officers and the members of No. 3 to use every exertion to make our Union what it should be. We meet every Wednesday evening at Moulders' Hall. D. M. O., *Cor. Sec.*

[Please give state of trade.]

No. 12 of Pa. Trade D, wages range from I V T to I O T for machinists, and from I T H to V T H for blacksmiths. If there are any vacancies in Iowa, let us know, as some of our members wish to go there. No. 12 meets every Wednesday evening at Masonic Hall.

E. L., *Cor. Sec.*

No. 5 of Mass. Trade E, B several, M very many. Wages from I H L to V I L for machinists. N. B., *Cor. Sec.*

No. 2 of Miss. Trade B; wages range from V T H to V E L; but V L T is about the standard rate paid. No. 2 is doing very well for a new beginner, and will in the course of time come out all right. R. J. D., *Cor. Sec.*

No. 17 of Pa. Trade D; wages from I L T to V T H for machinists, and from I L T to V L T for blacksmiths. Initiated this month A. M. Peak and C. E. Midlam, blacksmiths. Admitted by card Bro. G. H. Forbush from No. 24 of N. Y. No. 17 meets every Friday evening at Austin Hall, North Park Row. All traveling brothers with clear cards are welcome to our fireside. Give us a call as you pass through. H. R. R., *Cor. Sec.*

No. 1 of Ga. Trade H; wages from I L T to V L T. Initiated last month J. G. Police, James Slemons, machinists. Initiated this month W. D. Krog, machinist. C. H. Arenz, J. F. Lee, Geo. Welch, Ed. Gramling and G. W. Horton, blacksmiths. The boys are beginning to come forward, and we expect to double our initiations next month. We expect to go down to Augusta this week, to start things in the right direction for a Union there.

L. P. K., *Cor. Sec.*

[Bro. K., can you do anything at Logansport, Ind?—Ed.]

No. 24 of N. Y. Trade —; wages —. Initiated John Taylor, William Ross, Jas. Clark, and Wm. Flexer. Admitted by card Brothers Alvin Needham, James F. Casey, from No. 7 of N. Y., and Robert Gourley from No. 5 of N. Y. So it will be seen that we are still at work, and intend to keep at it until No. 24 has no superior either in quality or quantity. We can do it, for the material is here.

A. E. D., *Cor. Sec. pro tem.*

No. 1 of Ont. Trade E; wages for machinists D E T to I T H for blacksmiths, D G T to I H L. One machinist was rejected on account of inability as a workman. Our Union is progressing slowly but surely, as we intend to admit none but first-class men. I have written to several localities respecting the establishment of our organization, and trust to have some favorable news for you next month.'

G. R. B., *Cor. Sec.*

No. 2 of Ala. Trade G; wages for machinists V E L, for blacksmiths U I L to U. L T. Initiated W. R. Brown, machinist. At the first meeting the following officers were installed for the ensuing term: A. Harris, Pres't; J. D. Callendine, V. P.; H. Bellingrath, R. S.; Wm. F. Cooper, F. S.; Charles W. Reneau, C. S.; Barney McAdams, Treas.; J. J. Blackman, Cond.; G. A. Mabine, D. K. Among the names of those initiated in last report, was that of James Clancy. This is a mistake, as he was only elected to membership. Bro. James D. Callendine met with a severe accident at the W. R. R. shop, breaking his arm and dislocating his wrist, but I am happy to say he is recovering rapidly. No. 2 meets every first and third Monday evening, corner Montgomery and Washington streets. C. W. R., *Cor. Sec.*

No. 16 of N. Y. Trade —; wages —. Our meetings are very well attended, but not as well as they should be; some of our members would rather attend a circus, or some traveling negro show, than a meeting of the Union, and if any of the above shows are in town, it is almost useless to try to have a meeting, for they will go to the show in preference to the Union meeting; but we expect to do better after the President of the I. U. makes us that visit he promised. Come along, Mr. President! No. 16 will take good care of you. We meet the second and fourth Monday evening in the month at the residence of E. S. Jenkins, on Hudson street. J. W. D., *Cor. Sec.*

No. 15 of N. Y. Trade E; wages range from I H T to V T H. Initiated this month John Kirwin. You will perhaps notice the difference between the number of members on our semi-annual report and the number attending our meetings; quite a number are out of the city, some live a great distance from the hall and others have business to attend to, or pretend to have, so that accounts for it. I cannot help but remark that with the exception of a very few good workmen and a few inferior ones, we are all Union men in this city. Some few years ago these men with others that are now extinct or far away, organized a Union here, then waited for each other to pay their dues before they would pay their own; the consequence was, that after paying for an oyster supper with the money in the treasury, they *busted*. I believe these same men see nothing in the future of Unionism but an oyster supper; from what I can learn these men organized

under a far different administration to what we have now. Through the medium of this Journal, I request that the Cor. Sec.'s of No. 13 and 22 of N. Y. answer communications sent them by me. W. D. S., *Cor. Sec.*

[Bro. W. D. S., who *busted*? Was it the men, the oysters, or the Union?—Ed.]

No. 11 of Pa. Trade —; wages from D N T to I G V. Our Union is getting along finely and we expect before long that the rest of our fellow-craftsmen in this place will see the necessity of joining our ranks and assisting us in the good work we are engaged in. If the foremen were members of our Union, the workmen would soon join also. What is the reason my report for June was not published last month? I am sure I sent it in time. No. 11 meets every Friday evening in Remack's Hall, on Penn street above Sixth.

D. A. K., *Cor. Sec.*

[Your report for June was post-marked "July 7th," when it should have been post-marked June 30th. It was received here on July 9th, and the Journals were all shipped before that. —Ed.]

No. 1 of Ohio. Trade B, and not much prospect of changing. Union feeling about the same; cause, want of stimulant. We are sadly in need of a visit from some *Apostle of the cause* to inject a little of the go-ahead into us. There are a good many machinists and blacksmiths in this place yet who are not in the Union; so there is a good field to swing the tongue to some purpose. It is remarkable that in the largest cities we have proportionally fewer adherents than in the smaller cities. Will any one tell us "*why is this thusly?*" It is surely not because we need them less. If our worthy President could give a run down this way some evening, he would be conferring a fraternal favor on No. 1. J. S., *Cor. Sec.*

[Bro. J. S., the President of the I. U., will visit you on or about the 12th of Sept.—Ed.]

No. 9 of Ind. Trade I M 3 B 1; wages range from I H L to I E L for machinist, I L T to V T H for blacksmiths.

H. T., *Cor. Sec.*

No. 3 of Ala. Trade H; wages from V L T to V E L for machinists, and V L T to U T H for blacksmiths. Initiated Ed. Harper, machinist. Withdrawn by card Bros. James Wilson and M. Monaghan; we cheerfully recommend them to all Union men. We regret the loss of Bro. Monaghan very much, as he was a thorough go-ahead business man and a strong advocate of Union. We have been notified that he has deposited his card with No. 1 of Ala. We congratulate them upon the accession of such a powerful auxiliary to their ranks. No. 3 is doing very well, considering the opposition she has had to contend with. It takes some persuasion and time to convince some men of the importance and necessity of our association, but it can be done.

J. J. McM., *Cor. Sec.*

No. 7 of Ind. Trade I in some shops and G in others; wages range from I L T to V L T for machinists and blacksmiths. Initiated John McConlon, machinist. They come slow but sure; all we have to do is to convince them that we are right, and they will come with us. Union feeling is very good, and we hope to get every good man in the city working at either trade to join our ranks. No. 7 meets every 1st and 3d Thursday in each month, corner of Main and Pearl streets. J. P., *Cor. Sec.*

No. 2 of Ohio. We became fully organized under the broad banner of Union June 21st, and Union feeling is still increasing. We organized with 16 new members and two deposited their cards from No. 3 of Ohio: Bros. C. L. Cox and E. W. Towner. We, the members of No. 2, are determined to compete with old No. 3 for the admission of new members, and if they wish to get more than we do, they will have to reduce their initiation fee. We initiated this month John Clegg, John Elbra, and James Whitaker, machinists; so you see we are all alive and doing well. We have quite a number of visitors from No. 3. On our third meeting night we had a few remarks from the Pres't of the I. U. and Bros. McArdle and Cavanaugh, who gave us some good suggestions. On our last meeting night we had quite a treat; a delegation from No. 3 of Ohio visited us and presented us with a magnificent group photograph of the delegates to the late Convention. The officers of our Union are as follows: Pres't, C. L. Cox; V. P., Douglas Ball; R. S., Albert Lansing; C. S., E. W. Towner; F. S., John Costello; Treas., David Richards; Cond., Aquilla Jackson; D. K., C. H. Fox. No 2 meets every Friday evening at Gulliford's Hall. E. W. T., *Cor. Sec.*

No. 1 of Tenn. Trade D; wages for machinists V L T to V T H, for blacksmiths V E L to U L T. Initiated John Hyde, blacksmith and George Harper, machinist. Visiting by card, Bros. Alex. Nelson, No. 1 of Miss. and J. M. Van Cott, No. 7 of N. Y.; the latter was en route further south, but found the brothers here too many for him, and he was compelled to stay with us. After his arrival was known, he was surrounded by a host of

brothers, all eager to grasp his hand, and welcome him, but he too, like our worthy Pres't of the I. U., having heard of Ku Klux, looked confused and exclaimed, "Are you *all* brothers?" Upon being assured that we were, he surrendered without a murmur to our guidance and will stay with us for a time at least. No. 1 of Miss. and 7 of N. Y. can be easy on account of their absent brother. Let us hear from R. P. B. about those seven traitors; they are forgotten here.

T. S. D., *Cor. Sec.*

No. 5 of N. Y. Trade D; wages —. Initiated 6, admitted by card 1. I send with this the semi-annual report. List of Cor. Sec'ys was received in due time. T. C., *Cor. Sec.*

[Please give the names of the six initiated and one withdrawn by card.—ED.

No. 1 of Mich. Trade G; wages from I L T to V T H. Initiated William Marcelles, Walter C. Clark, machinists, and John Smith, blacksmith. Admitted by card, Thomas Nestor, from No. 2 of Mich. We meet every Wednesday evening with very good attendance. We hope to make quite an addition to our ranks this month. J. A. O., *Cor. Sec.*

No. 9 of N. Y. Trade D; wages for machinists I H L to I H N, for blacksmiths, I H L to V T H. At our first meeting we held our first public installation of officers. A large number of the friends of the Union, including wives, daughters and young lady friends of the members were present, and from remarks of several ladies, we concluded it would not be the last time they would favor us with their presence. Dep. Pres't, Edward Marriott installed the officers for the ensuing term, after which Pres't Augustus Dow delivered his inaugural address, which was listened to with marked attention; all present were then invited to supper, four long tables bountifully supplied with everything that appetite could desire; eight ladies appointed as a committee took charge of this part of the programme; this over, we had a social reunion, consisting of vocal and instrumental music. Certainly the first public installation was a grand affair, and I trust it will not be the last. No. 9 meets every Friday evening in Clinton Block, on Clinton street. G. F. Jr., *Cor. Sec.*

No. 3 of Pa. Trade D; wages range from I U T to V H T for machinists, and I U T to V E L for blacksmiths. We have elected F. Milholand Cond. in place of the former incumbent, who resigned. The attendance at our meetings for this month has been better than for some time, owing to the fact that we have business on hand that is of extreme importance to the welfare of No. 3 of Pa. I am surprised to see such apathy and lukewarmness manifested by some of our members in regard to the Ins. Dep't, and hope the Sec'y will give us a good letter of advice on the benefits of insurance, as the members need stirring up occasionally. One thing I would like to speak of is this: Some of the Corresponding Secretaries do not attend to their duty. Sec. 4, Art. 2d, Const. of Sub-Unions, reads: "When any member deposits his card in another Union, the Cor. Sec. shall notify the Union granting the card of the fact immediately." This is not done in all cases, and therefore causes a great deal of trouble. One of our members (Bro. R. Chamberlin) wrote me, a few days since, that he had deposited his card, but did not say where. We have not been notified by that Union of it. Let us hear from you, Bro. Cor. Sec's. No. 3 meets every Tuesday evening in Odd Fellows' Hall. All brothers with clear cards are always welcome.

J. G. L., *Cor. Sec.*

[Bro. L. is right about this matter. It is one of the most important duties of Corresponding Secretaries, and one that has been too much neglected.—ED.]

No. 1 of Wis. Trade G; wages range from I H L to V I L for machinists, and from I L T to V L T for blacksmiths. Initiated two. We have only had three meetings the past month, owing to other business. Last meeting night we elected three new members; so you see we are slowly but surely gaining members, and showing to men around us what our organization is. Brother D. Dey Ermand has withdrawn by card, and joined No 13 of N. Y. No. 1 meets every Saturday evening corner of Third and Prairie streets.

E. A. W., *Cor. Sec.*

[Please give the names of the two members initiated.—ED.]

No. 3 of Mich. Trade D; wages range from I L T to V T H. Initiated M. J. McCarthy und Herman Kutsche. We have had to vacate the Hall occupied by us ever since our organization, and have not been able to procure another yet; we held our last meeting in the parlor of the "Shoo Fly House." The Editor will probably remember the place.

A. M., *Cor. Sec.*

[Bro. M., we have not forgotten "the place," nor the agreeable manner in which we were entertained; we enjoyed it very much; but then "you know how it is yourself."]

No. 6 of Ill. Trade H; wages from I L T to V D L. Nothing of interest to report. No. 6 meets the first and third Wednesday evening in each month, over Merrifield's drug store.

R. B. T., *Cor. Sec.*

No. 23 of Pa. Trade D, and second paragraph in I 2. One of our shops was recently destroyed by fire, but we hope the brothers will not be long out of work. Wages range from I L T to V T H. No. 23 is progressing well cousidering the loss of our funds; which is rather discouraging to the lukewarm members. I am happy to state that since the installation of officers harmony prevails and good feeling exists among the *Union men*, something we could not boast of three months ago, as we had a few black sheep in our midst. We have two ex-officers to contend with, for misrepresenting us to new members. I would here warn these members that if I hear any more of this, I shall publish them in full in the Journal. No. 23 meets every Friday evening at McGaw's Hall, corner Water and Chestnut streets.

W. W. D., *Cor. Sec.*

No. 1 of Ky. Trade D; wages from I L T to V I L. Our Union is not as well attended as it should be for such a large place, and we will have to hit some hard blows to get up to the proper standard. No. 1 meets every Thursday evening on Market street near Second.

W. P. A., *Cor. Sec.*

No. 1 of Ala. Trade B; wages V I L to I E L. Initiated last month, J. Winterholder and J. Callahan, blacksmiths; H. T. Goodwin, T. Halliwell, G. W. White, S. O. Williamson, P. Wilson and T. M. Maringo, machinists; visiting by card, R. Jones, No. 2 of La. Initiated this month, P. McKenna, J. Thornley and Charles Eckford, machinists; admitted by card, M. Monoghan, No. 3 of Ala., and R. Jones, No. 2 of La.; withdrawn by card, J. Murphy, R. Erskine, H. Bercant, J. P. H. Cederburg and T. W. Nichols. G. W. Spicer was expelled from the Union for non-attendance at meetings, and refusing to pay initiation fees and dues. This Union meets on the second and third Friday of each month. As a general thing the members attend regularly and punctually, and take an interest in the work before them; yet there are others who could do better, but will not. There are always men who leave the whole work to a few, but I am glad to say we have many who are willing to work, and do so with energy; and now is the time we need energetic members if we ever did. There is no inducement at all for men to come here. A suspension of men took place a short time ago, which caused quite a number of good men, members of our Union, to leave here. It seems that this is simply a trick to reduce the wages. Immediately after the suspension, the following notice was put up in the shop: "In future, all men hereafter employed will be paid as follows: Flrst-class, $3.25; second-class, $3.00; third-class, $2.75." If they are going to employ men so soon after the suspension, why suspend men in the first place? The above is the exact state of affairs. Mechanics will therefore consult their interest by giving this place a wide berth. All who come here to seek employment will be looked upon as second and third-class mechanics, as good mechanics will not work for any such prices. In justice to our M. M., whose name is attached to the above order, I must say he is a man who is universally liked by all the men. From what I can learn it was not his doing; he simply acted from orders.

J. D. L. *Cor. Sec.*

No. 4 of Ohio. Trade —; wages —. We organized with a small but determined band of men, under very favorable circumstances, and all are using their utmost endeavors to place No. 4 on a substantial footing. We have not a very large field to work in, but what there is we will make the most of, and we have no doubt that ours will be one of the many reliable Unions composing the organization. No. 4 desires to thank Dep. Prest. Cavanaugh for the able manner in which he performed the duty assigned him of organizing us, and for the valuable advice and suggestions he gave us.

T. V. T., *Cor. Sec.*

No. 21 of Pa. Trade E; wages for machinists V T H, for blacksmiths V I L. Initiated, E. W. Spencer, Thomas Smeath, A. Withrop, W. Warhees, machinists.

W. E. G., *Cor. Sec.*

[Please give name of the member visiting by card.—ED.]

No. 2 of La. Blacksmiths, Trade (E) 2; wages V E L to U I L. Machinists, Trade D; wages V L T. Admitted by card, C. D. McCarthy and H. W. Green; withdrawn by card, Robert Jones. We are getting along very well, and without any difficulty. J. Mahony's Journal is sent here, but there is no such man here. J. M. H., *Cor. Sec.*

[Any person knowing the whereabouts of J. Mahony will confer a favor by informing us.—ED.]

No. 1 of Penn. Trade D; average rate of wages for machinists I T H to I L T; blacksmiths', D O T to I G T. Initiated, James Foster and Henry L. Boyle, machinists. The Union is a sure thing. We are sadly in need of a hall, but expect to have a comfortable one in a short time. Would like to know the whereabouts of Bro. John S. Glenn, of this Union. T. H. McD,. *Cor. Sec.*

No. 23 of N. Y. Trade about G; members 2. Initiated, —— Brand and George Osburg.

A. S , *Cor. Sec.*

No. 25 of N. Y. Trade D, on an average; rate of wages from I T H to V L T for machinists, and I E L to V T H for blacksmiths. The following officers have been elected for the ensuing term: Pres't, Thomas Moran; V. P., Francis Bannon; R .S., Charles A. Thrall; F. S., Thomas Kay; C. S., Albert J. Dance: Treas., Bartley T. Mulligan; Cond., James Murphy; D. K., George Thrall. Bro. C. V. Mulligan has been appointed Dep. Pres. I. U. Jacob Newburg and John H. Crofton, machinists, were initiated last month; admitted by card, Michael Corain, No. 1 of New York. No. 25 intends to hold a public meeting during the month of August, and we hope all our sister Unions will give us their co-operation to make it a successful one. They will all receive due notification of the exact date of the meeting. No. 25 meets every Saturday in Covenantal Hall, 56 Orchard street, where all members having clear traveling cards will be heartily welcome. A. J. D., *Cor. Sec*

No. 3 of Illinois. Trade inclining toward (G) M 2; wages for machinists from I L T to V T H; for blacksmiths, V I L to V G L for good men. Initiated, W. C. O'Connor, blacksmith; admitted by card, R. S. Chamberlain, No. 3 of Pa. Our members were greatly disappointed on learning that the President of the I. U. could not be with us as he promised, and we all hope to have the pleasure of a visit from him soon. No. 3 meets every first and third Thursday, in I. M. Hall, 155 South Clark street. J. C., *Cor. Sec.*

No. 7 of N. Y. Trade E; ratio of wages from I O H to V L T for machinists, and I L O to V I L for blacksmiths. Initiated during the month, J. Kiley, John Jessrer, James W. Kelly, J. H. O'Dea, and one member whose name I did not get. No. 7 meets every Monday evening in Workingmen's Assembly Rooms, on State street.

L. F. S., *Cor. Sec.*

No. 3 of Ohio. Trade G; wages range from I L T to I E L. Initiated, Edward M. Ford, Curtis Milliman, David Hobbs and Wm. McIlveradge, machinists; admitted by card, Frederick C. Parks, No. 23 of Pa, Wm. G. Hamilton, No. 3 of Pa., and Henry Rogger, No. 4 of Indiana; visiting by card, E. W. Towner, A. Jackson and Peter Ryan, No. 2 of Ohio. The following are the officers for the ensuing term: Prest., P. Cavanaugh; V. P., James McGrath; R. S., Robert H. Wiggins; C. S., Matthew Champion; Treas., C. M. Stoddard; F. S, Alex. McClelland; Cond., M. W. Horan; D. K., John Shea; Dep. Prest, L. M. Ham. No. 3 meets every Monday evening, at Solomon Lodge Hall, Ontario street. M. C., *Cor. Sec.*

No. 1 of Miss. Trade —; wages —. Initiated one. [What's his name?—Ed.] Admitted by card, J. C. Shutte, No. 1 of Wis. The Union now meets only every two weeks on acconnt of the warm weather. We expect to send you this week a large group photograph of No. 1, which in the opinion of the citizens of this place, as well as members of the Union, surpasses in appearance the group of delegates. F. Dev., *Cor Sec.*

No. 4 of Tenn. Trade D; wages from I E L to V T H. Initiated five, and Union feeling very good. We are still adding to our numbers and will continue to, until all the material here is worked up, and what is still better, our brothers are beginning to see the benefits to be derived from the Insurance Department and are taking hold of it in the proper spirit. I will tell the reader what took place in our city about a month ago. A stranger came to work in the shop, and after he was here awhile, it was found that he was a sober, steady man. Being a foreigner and rather backward, he was often asked to join the Union and become insured, and by this means place himself and family above want should he be taken sick, or should he die, leave his family provided for. But, no! he wanted to be free. Not long after he took sick and died, before any or very few of his shopmates knew he was sick. It was then asked what would become of his family, strangers in a strange land, with no father nor brother to look up to. But it was no time to sit with folded hands. Our Master Mechanic took up a subscription in the shop, and soon collected enough to send them back to England in a comfortable manner. If we could only get the machinists and blacksmiths to look at this matter in its proper light, there would be no need of subscription papers, but every one would pay his share as a duty, and not as charity, and the family would not be made to feel that they were objects of charity, but would expect it as a right. There are very few, if any, machinists or blacksmiths, who cannot make some little provision for their families in case they were called to the silent land. But the great trouble is, the machinists and blacksmiths seem to think they will never die. This reminds me of a remark I overheard. Two of the brothers were discussing the insurance question; one said it would be pretty heavy if five hundred were to die in a month; he could not stand it. "Yes!" said the brother, "but how would it be if you were one of the five hundred?"

M. G., *Cor. Sec.*

[Please give names of initiated and two withdrawn by card.—Ed.]

WEEKLY

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